



messing about in **BOATS**

Arabella
Special Features This Issue
Trimaran Overview
Arrives in the New World

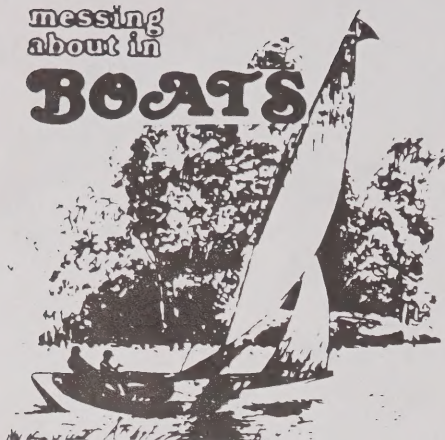
Volume 13 - Number 11

October 15, 1995



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Our Next Issue...

Will feature comprehensive coverage of the Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, at which we should be seeing many interesting small craft, their owners and builders, and have a lot to report on designs, projects and techniques.

I'll also report on three small local rowing/paddling races that offered different sorts of experiences.

A couple of adventure tales if space permits will be John Sherrill's "First Cruise in *Sycorax*" and Bill Sinclair's "Key West Sail".

The trimaran design series will get underway with our look at Fred Shell's Clipper kit tri in action on a windy day on Lake Champlain.

We may be a little late as we're off to the Chesapeake for the week of October 1-8 on a "business trip".

On the Cover...

Arabella arrives in the New World, coming up the harbor in Manchester-by-the-Sea, Massachusetts to take part in that town's 350th Anniversary celebration. Full story on this occasion in this issue.

Commentary

Well, as I've been hinting around at (threatening?) this issue includes an introductory centerspread on trimarans, photos and notes on some of these multihulls that I will be looking at in more detail over the coming winter. Initially I thought I'd put together a "special issue" on trimarans, like the ones I did earlier this year on tugboats and workboats, and on the many ways to canoe. But, way too much material collected to do this subject justice in just one issue, so I've opted instead to turn the trimaran coverage into an ongoing design series.

I'm focussing on trimarans, for several reasons they have grabbed my interest where catamarans have not. They both are lumped into the multihull category by the conventional monohull sailing world and have long been something of an unwanted offspring in sailing. Monohulls have so long dominated the sailing world from earliest days that they are the accepted way to go.

Why not catamarans? Well, while they are now offered in a number of cruising boat configurations, I tend to think of them in terms of the beach cats, the Hobie types, which are very high performance sailing machines requiring youthful skills and energy to master. Trimarans actually offer faster travel and much more stability at speed, being more of a monohull with outriggers concept.

Several years ago Dick Newick, designer of many very successful high performance trimarans, winners of Ostar trans-Atlantic races amongst others, spoke to our traditional small craft club at the Peabody Museum in Salem, Massachusetts. Standing before a group that meets because of its collective interest in traditional boats, Dick started off by pointing out that "traditional" implies a design with roots in the past based on experience in sailing the world's waters. Given this definition, Dick pointed out that multihulls were highly developed and successful ocean cruisers 3,000 years ago in the Pacific, island dwellers travelling huge distances in giant up to 100' proas carrying much inter-island cargo.

The monohull's overwhelming presence in today's sailing world is directly due to the European approach to sailing the seas. It has evolved in a thousand ways into today's myriad variations on the theme. From sailing dinghies to America's Cup hi-tech machines, the monohull is

where it's at for almost everyone who is interested in sailing. The multi-hullers have been cold-shouldered aside by the monohull establishment and many of the true believers still carry very large chips on their shoulders about this treatment.

So why do they cling to their craft and the alienation that goes with them? Because they work so well. A well designed trimaran is far faster and far more stable than an equally well designed monohull. Once experienced, this performance edge is hard to give up. I was aware of this intellectually but until I went for a sail in one with Dick Newick I did not have that gut feeling of how great this sort of boat is. Moving twice as fast as a monohull, yet sitting virtually level on the water. The thrill of speed under sail combined with the comfort and secure feeling of a level stable hull.

The drawbacks that offset the thrills and comfort under sail are chiefly less room aboard for a given size and more awkwardness in docking space needs and trailering. These shortcomings are being addressed by the small number of firms today offering cruising trimarans, with folding amas and roomier interiors. The market is still small, but increasing use of multihulls in the charter trade is bringing awareness to more cruising sailors.

Another major obstacle in marketing multihulls is that they are more expensive size for size, after all a trimaran has three hulls, not one. The high cost is also due to the small volume, production runs are so tiny that unit costs are higher. A further obstacle to their acceptance in the sailing world that I perceive is the unavailability of entry level designs at affordable prices. Those who undertake to market trimarans have aimed at high end buyers due to the intrinsic costliness of the design.

So our upcoming review series, introduced in this issue with our centerspread layout of some of the designs we'll be looking at, will investigate these various factors. Several production designs can be bought, albeit at premium costs, which offer long term ownership savings that offset some of the initial investment. And a few affordable designs are now available for home builders, even kits can be obtained. So maybe after all those years in the wilderness the superior overall sailing performance of the trimaran will begin to attract sailors, instead of offending them in their monohulls as the trimaran sails by with a comfortable, casual wave of the hand.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



The Rules Do Make Sense

As a Courtesy Marine Examiner for the Coast Guard Auxiliary I go over approximately 600 boats a year to make sure that they carry all the required safety equipment. The bad news is that only about one boat in three "passes" the first time and earns the Auxiliary "Seal of Safety" decal. The good news is that most of the problems are easily correctable. Flares that are out of date and navigation lights that do not work lead the list.

Further good news is the number of boaters who make the corrections and then make an effort to have the boat re-examined. The bad news is that there is a small (fortunately very small) percentage of recreational boaters who get very annoyed with the requirements. Almost all of these respond to explanations because the rules really do make sense, but there are two or three each summer who go away angrily muttering about "government interference and bureaucracy".

There are three requirements that are least understood: Proper numbering, navigation lights and fire extinguishers properly mounted in a bracket. Each is worth a few words. Still better, get a copy of *Federal Requirements for Recreational Boats* and make sure your vessel is in conformity. A citation from the Coast Guard or a state boating authority officer can really spoil a day on the water, but the real issue is boating safety.

Numbering: State registration numbers must be displayed on the forward third of each side of the hull and must be in a contrasting color with the hull. And they must be properly spaced. The spacing is important. Without it, the numbers which identify your boat from all similar vessels are extremely difficult to read at any distance, particularly when the observer is looking through binoculars and your vessel and his are bouncing with the waves.

Correct numbering must be in block letters at least three inches high. Fancy script looks nice but does not meet standards. Numbering consists of two letters of the state in which you do your boating (not necessarily the state in which you reside), then a space (as wide as the widest letter) or a dash, the numbers (generally 4 digits), another space or dash, then one or two letters. For example, NC 1234 AB or NC-1234-AB

Unfortunately, not all marine dealers know this and it is frustrating for the owner of a brand new boat to hear that his registration numbers are not in conformity with the law. (In North Carolina the fine for improper numbers is \$851) Fortunately, a hair dryer will generally loosen the glue so the letters/numbers can be peeled off and properly relocated. Most sign companies will make up your registration numbers properly spaced on a single strip which saves you the problem of alignment of individual letter/number de-

cal.

Navigation Lights: Many boaters have never checked their nav lights because "I never go out at night." The Navigation Rules, however, specify that "recreational boats are required to display navigation lights between sunset and sunrise and under other periods of reduced visibility." Reduced visibility includes fog, rain, and haze.

Most of us have been later returning to the dock than we had planned and have been overtaken by twilight. All of us have been caught in a sudden thunderstorm with "reduced visibility". We may not "boat at night" but we still need to have our navigation lights in working order.

Fire Extinguishers: The Auxiliary

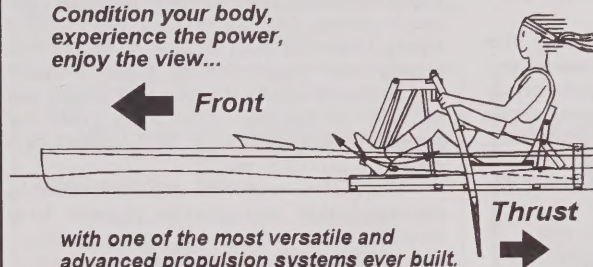
"Seal of Safety" requirement goes beyond federal regulations and demands that fire extinguishers be "mounted in an approved bracket in a readily accessible position." The federal requirements booklet simply "recommends" proper mounting. The additional Auxiliary requirement makes real sense. I once timed a recreational boater who "knew he had an extinguisher." It took him eight minutes to find it buried under towels and fishing gear in the recesses of his cuddy cabin. Had there been a real fire he would have had to go over the side long before he found it.

One final point on extinguishers: It does not make much sense to mount them on the transom right by the outboard motor. If there is ever a fire, it will probably start in the engine and flames will prevent you getting to that transom-mounted extinguisher.

In the last analysis, the rules do make sense, safety sense. I commend to you the *Federal Requirements* brochure and the free Auxiliary "Courtesy Marine Examination".

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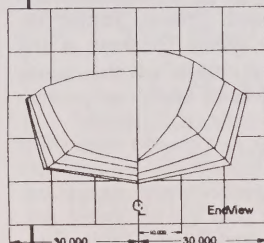


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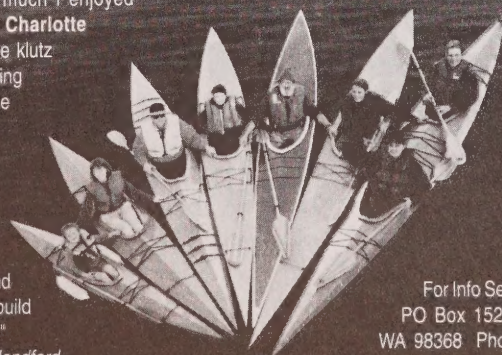
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Merits of a Midwest Menger 15

Say the word "catboat" and immediately saltwater, the rugged coast of New England and clam chowder come to mind. Turns out, however, that the tried and true catboat has proven to be worth its salt (!) on the inland lakes of the midwest as well, and as a matter of fact, the smaller the better.

Simple handling and trailerability, shallow draft with wonderful beachability, and generous accommodations for its size, all contribute to the catboat's composure in this part of the world. And, of course, a tanbark sail with gaff rig surely makes the catboat a standout here in the land of twin small blocks and metalflake gelcoat.

Got a small midwestern lake that you wish was just a little bit bigger? Try sailing it with a catboat, you'll be pleasantly surprised how fast the thin water will open up. I've found the Menger 15 daysailer ideal with its relatively light displacement and miniscule draft with the board up, though she still carries a healthy dose of sail.

Any midwestern skippers who would like to talk about the merits of the Menger feel free to give me a call at (810) 682-7259.

I've been thinking about adding the shoal draft Bay Hen family cruiser to my little fleet, but I really don't know much about it. If any readers have personal experience with this boat I'd love to hear from you.

Steven Rossi, 2396 Islandview, W. Bloomfield, MI 48324.

Looking for Traditional Designs

I am looking for traditional designs, possibly Scandinavian, to make with long pine planks, probably lapstrake, to row and sail. Something that won't capsize in the highly variable and boisterous winds of Colorado mountain lakes. I mean really traditional, workboats, not yachts. Something I can make without synthetics and finish with pine tar and linseed oil.

I am aware of the books by Neilson and Faeroyvik, William Atkins' "Valgerda", Simon Watts' Norwegian pram, and Joel White's "Shearwater". Any suggestions?

I am also looking for plans for a hard-chine keel daysailer called "Mercury", 18' LOA, 1,175lbs, first made in 1938. Later I believe it was available as plans or a kit.

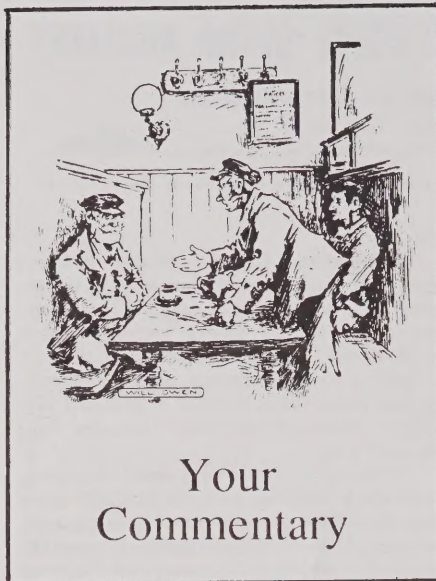
Stuart Wier, 7350 Coronado Ct., Boulder, CO 80303.

An Exhilarating Day!

If there are many more sails like the one I had today, I think I just may be able to forgive the weatherman for the dismal summer sailing season we had here in Indiana. Oppressive heat and prevailing calm, at least on the days I could go sailing, conspired to make for a lackluster summer.

Hopefully today's gallop in a northerly Force 5 bluster, complete with low, solid clouds first and bright sunshine later is a portent of things to come in the fall season. Row upon row of white horses, billows of high tossed spray, lee rail awash with warm water, all enjoyed from the ringside seat of a small boat. What an exhilarating day!

Roger Rodibaugh, Lafayette, IN.



Your Commentary

How About Some Acknowledgement

Several months ago someone asked for information from readers building Micro-Trawlers. As I am building what I call a Micro-House-Trawler for use on inland waterways and canals of New York, Vermont and eastern Canada, I replied in a long letter with photos and sketches. I asked for feedback about answers he received that might be useful to me.

So far, no response. Am I mistaken in expecting that anyone who requests help in your letters column has a moral obligation to acknowledge answers received? I know I would feel such an obligation.

John Jackson, Randolph, VT.

Outnumbered in Mouseland

From late May to early September the sailing here in central Florida stinks, really hot with little wind. The rest of the year is great. Still, 95% of the boats around here (with lots of lakes) are powerboats.

Our Red Cross in Orlando does offer monthly beginner sailing classes for only \$60 (except in December), with four classroom sessions and four on-the-water sessions in Phantoms on a local lake in Winter Park. I taught the September class. Most people take the sailing classes in the summer.

Outnumbered in Mouseland (Don Bryant), Apopka, FL.

Enjoys New Ideas

I particularly enjoy articles by people experimenting with new ideas and techniques, ways of doing things that are clever or creative.

I've been building a Bolger Pirogue (an instant boat!) for several years (not instant). But I am making it a prettier boat than it perhaps wants to be. It's fun to work on it.

Jack Baker, Seattle, WA.

White Cap Owners Alert

I own a White Cap sloop and am anxious to hear from others who own White Caps. Please contact me if you are a White Cap owner.

Randall Morse, 389 Pako Ave., Keene, NH 03431.

April Fools Joke?

I almost thought it was the best "April Fool" joke ever until I noticed again that the magazine was dated August 15, 1995. Then I smelled the smoke, caused no doubt by the remains of L. Francis Herreshoff turning over, rather rapidly rotating, in his grave. \$50,000, or \$65,000, or \$80,000 asking price for a Rozinante?

Who is kidding whom? Granted that they are breathtakingly beautiful, granted that they sail very well, but \$9.85 per pound? Or at \$80,000 asking, \$12.12 per pound? Somewhere someone has lost sight entirely of the premise behind the design.

Let us not forget that L. Francis himself had some things to say about the matter of cost for this boat. I excerpt from his articles published in *Sensible Cruising Designs* the following:

"It used to be that the cost of a small sailing yacht was divided about as follows: One-third for the hull, one-third for the interior, one-third for the sails, spars, rigging and deck hardware. If she were an auxiliary, the engine and its installation was figured as another third, in other words an auxiliary usually cost one-third more than a straight sailer, so the Rozinante with her very simple interior, no engine, should cost something like five-eighths of the usual auxiliary of this size and grade. If these little ships become popular, don't let the builders jack their prices up because they are popular."

L. Francis also mentioned that this boat, like any, might cost a fair bit at first but would hold her value well. But these prices in your magazine report, they are enough to put someone totally off the idea of ever owning a cruising vessel of any type! I would be very surprised if there are not builders available along the south shore of Nova Scotia and elsewhere who can build two Rozinantes for prices like those. Not shoddy workmanship either, but good honest joinery with hood ends and planking seams that fit well and look good.

I've sailed on a Rozinante built years ago in Lunenburg and she has no apologies to make to any other builder's project. Surely there are some builders around today who can turn out a sensible boat for a sensible price. If not, then the future of wooden boat building is indeed in jeopardy and the synthetic age will engulf us totally.

Next time let's play fair, okay? Let's confine "April Fool" jokes to a least the month of April. This one was not funny.

David Keith, Apohaqui, NB, Canada.

Official Work of Art

A featured artifact in this year's New-Jersey Arts Annual Show was a 16' Hankins Sea Bright Skiff. A local newspaper report described the boat as "carved in oak and Jersey white cedar, with copper trim." Charles Hankins of Lavalette, NJ carries on the methods of his father's boatbuilding shop. A further comment in the news report stated, "It seems to be homely and non-artistic yet it's a very beautiful object. It has a sculptural quality you can't deny."

Carl Erickson, NJ.

Brest '96...a Call to Action

"International rendezvous for boats and mariners. 2,000 sailing boats maneuvering in one of the most beautiful bays in the world."

Believe me friend, this is the real thing and not to be missed. Ya gotta be there. I managed to attend both DZ 88 and Brest 92 and I'm hot to go again. However the only way to really be part of the party is to have a boat.

I am genuinely reluctant to sail over in one of my little open boats. A container is the way to go, but I don't need a whole one for my little boat, therefore this announcement.

If we pool our talents and resources we can have a never-to-be-forgotten party and it won't cost much. While we are at it, the coast of Brittany is a marvelous cruising ground. Just the Rade de Brest and the Baie de Douarnenez would make for a grand couple of weeks.

Go for this one and you can sell the boat and mow grass the rest of your life with a smile on your face. No sniveling excuses please. You can do it! Just tell 'em you need a sabbatical. Your mantra is "Boats, Bread, Wine and Cheese". Check the first page of WB#125 and send in the coupon. Then get in touch here. Allons!

Jim Thayer, Rt.1, Collbran, CO 81624, (970) 487-3088/434-6942.

Harvey Gamage Never Fished

In "Pittsburghers in Paradise" in the September 15th issue the author mentioned the *Harvey Gamage* as a former fishing schooner. It never was a fishing schooner but was built for the charter trade in 1973 by the Gamage yard in South Bristol, Maine.

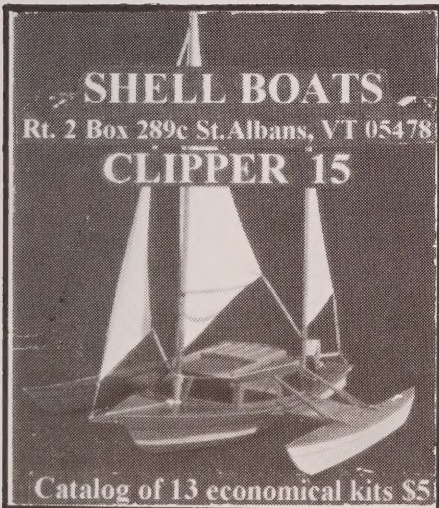
There are many such converted fishing schooners in Maine but the *Harvey Gamage* is not one of them. It is a fine vessel and when I was bos'n onboard I enjoyed it immensely.

Joshua Mayo, St.Louis, MO.

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Arabella Arrives in the New World

By Bob Hicks

A phone call from reader Dick Villa alerted me to the impending arrival at the Manchester Yacht Club of the colonial replica sailing ship *Arabella* as part of the town's 350th anniversary celebration on the upcoming weekend in late August. Well, since this was only 6 miles from home, I made time to drop in and chronicle the historic moment.

First view would be off Singing Beach as *Arabella* made her way from the prior night's anchorage in Gloucester to Manchester. At 8am I joined other early birds to watch the tiny vessel under bare poles making her way past well offshore. No, it wasn't blowing a gale, it wasn't blowing at all. To meet today's tight schedule deadlines even a colonial replica has to have a reliable iron wind.

Returning to the tight little harbor and the Yacht Club dock, I watched *Arabella* come up the channel, and then with much diesel roar and the help of an inflatable yawl boat, do a 180 to come alongside headed back towards the ocean. The Club's dockmaster, Carl Magee, supervised the tie up and even lent his muscle to fending off the vessel.

Nearby on the dock stood one of those aluminum rolling stairways, like airports use, for the dignitaries to use disembarking from the high topsides. But, instead, from within *Arabella* a long aluminum gangplank appeared and was put into place. With a railing added, it now served for the arrival of the dignitaries

aboard coming to settle Manchester-by-the-Sea.

No ceremony took place at this occasion and soon thereafter we could go down to the dock and even go aboard. As I looked over the rig the nameboard in the ratlines forward became readable. *Halve Maen* it read. Why, this wasn't *Arabella* at all but Hendrik Hudson's famed ship *Half Moon* masquerading as the colonists' vessel. Just like the local citizens who were playing the parts of the dignitaries. Pretty creative planning by the 350th committee, it appeared.

Halve Maen was built in 1989 at Albany, New York, for the New Netherland Museum in Jersey City, NJ. She is an attempt at authenticity, tempered as usual today by the need for modern devices to navigate safely on today's busy seas. I met the researcher/designer and talked with him about the challenge of doing this sort of thing. In sum, no plans existed, but paintings and illustrations of contemporary sailing vessels of Hudson's time provided some guidance as to hull shapes and deck structures, and basic hull construction was envisioned from relics dug from the mud in Holland.

Halve Maen is carvel planked and framed much as Hudson's vessel is surmised to have been from the scant information available. Even the brightly decorated paint job on the long bowsprit is deemed authentic. Belowdecks the 'tween decks area has a specially constructed well to accommodate today's visitors being able

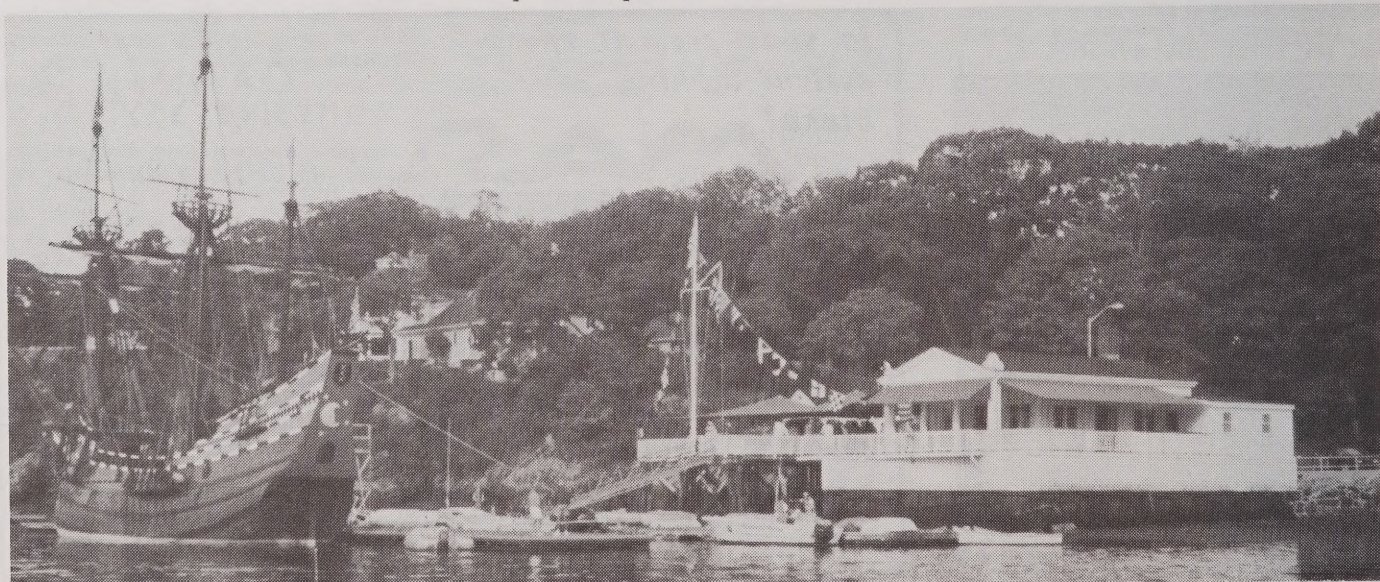
to stand upright while the interpreter explains the interior construction and facilities. Originally one got around 'tween decks in a crouch. I happened to glance overhead while below and noticed the epoxy coating on the undersides of the deck planks. Cut down on maintenance I would guess.

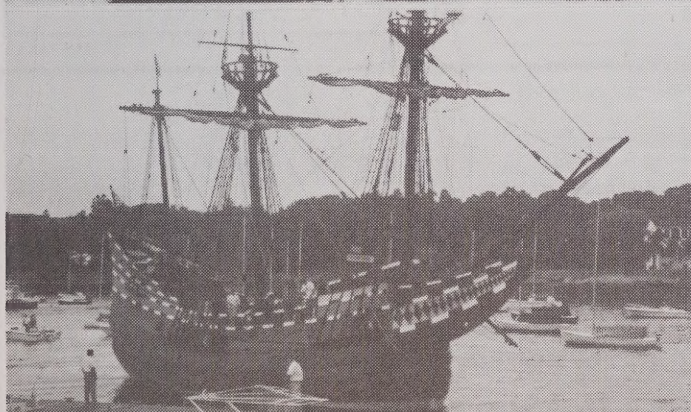
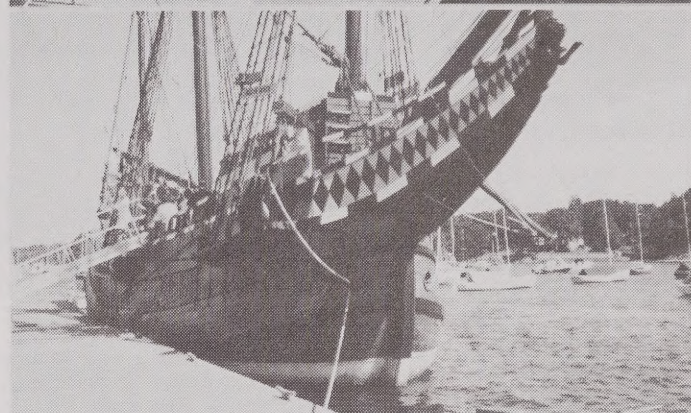
I'd like to give you the specs on *Halve Maen* but they had no literature aboard on this cruise. No did a follow-up request to the Museum's director, who I met at the Yacht Club, result in any specs. If the subject interests you enough, write to Nicholas Burlakoff, Museum Director, New Netherland Museum, Liberty State Park, Jersey City, NJ 07305 and ask for a brochure.

My feeling about this replica was that it was a pretty good attempt to give the general public a feeling for the scale and structure of these tiny vessels that brought over our colonial forbears 350 years ago. The boat nut could fault a lot, but it appears that museum level authenticity is not really the purpose of the vessel. At least it was not just a facade, but apparently built plank on frame.

And it does travel extensively. In fact, a cardboard sign on the chain closing off the poop deck to the public read, "Volunteer Crew Wanted". It seems they had only six crew on board and were sailing (motoring?) off to Norwalk, Connecticut in a couple of days for their next appearance.

A first for the Manchester Yacht Club, a historic replica tied up at the club dock.





Left from the top: *Arabella* cruises up the harbor, gets a yawl boat assist for her turnaround, approaches the dock where Dockmaster Carl Magee fends off. Right from the top: The dignitaries disembark to greet the local natives. Apple cheeked bows and impressive bowsprit, crow's nest and Furuno, sterncastle (half moon gives away the masquerade), substantial rudder, note gunport at right.

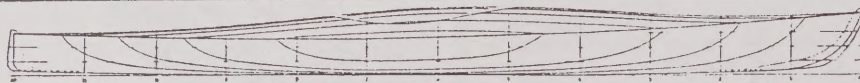
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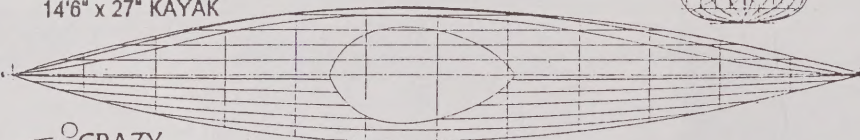


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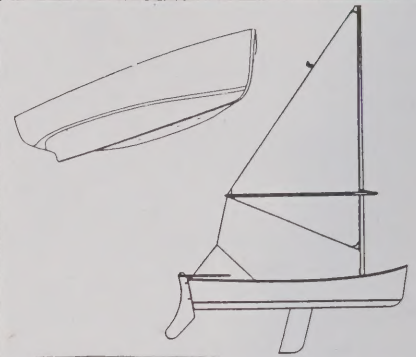


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The Yacht Parade

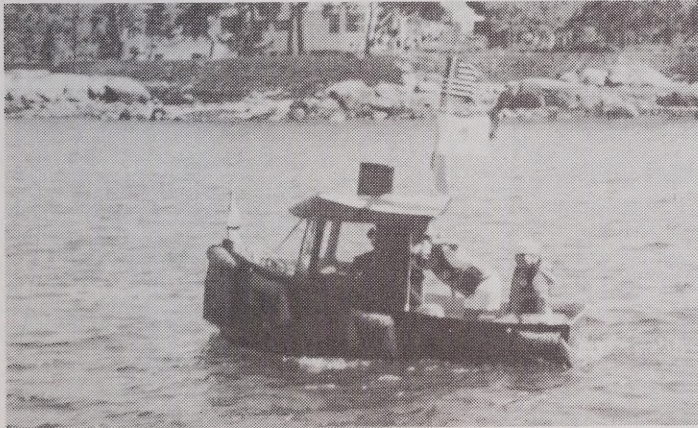
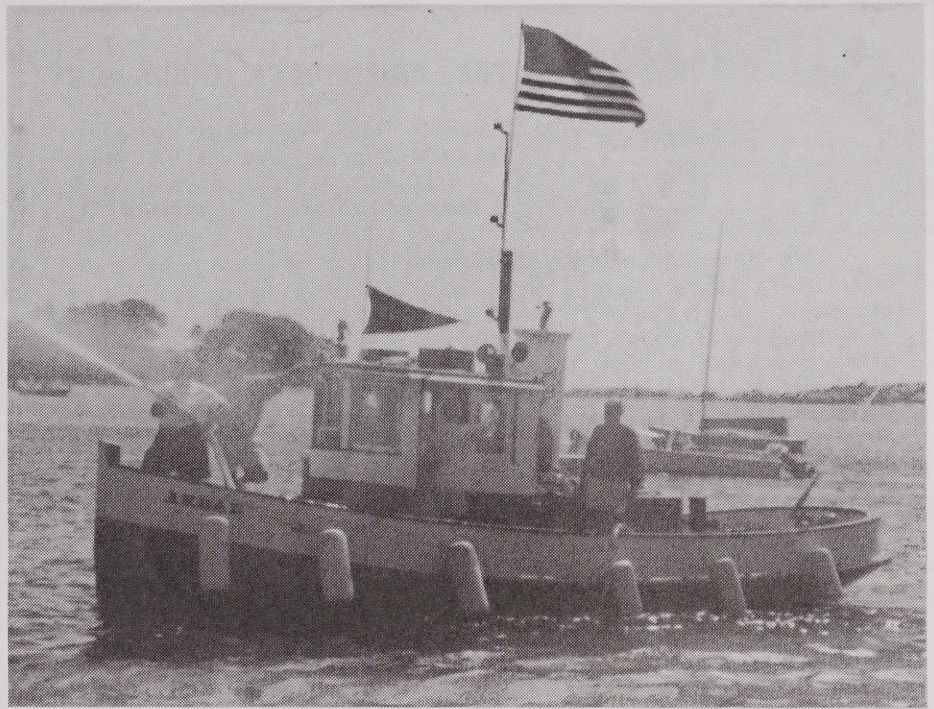
By Bob Hicks

Later in the day a parade of local yachts into the harbor was scheduled, so I went back and viewed this from *Arabella's* dock. Led by two tugboats, Crocker's yard tug *Akbar* and one of Berk Eastman's tiny 9' electric tugs built by a local citizen, the parade involved a number of today's contemporary yachts, nicely done up in bunting and all but I didn't spot any really interesting traditional craft.

I guess the most unusual sight to be seen was crews in colonial attire on modern fiberglass boats, with the family pictured perhaps stretching theme the furthest in their Boston Whaler. They were all having a good time and that's what it was really all about.

My thanks to Dick Villa and Dockmaster Carl Magee for all their hospitality, the Manchester Yacht Club is a pleasant low key sort of place.

Right: Crocker's yard tug *Akbar* led the parade with firehose spouting.



Above: Right behind *Akbar* came this toy tug. This family wore colonial garb nicely done up but there wasn't much that could be done about the Whaler. Below: After the parade this steam launch and family filled catboat headed out for Salem Sound.



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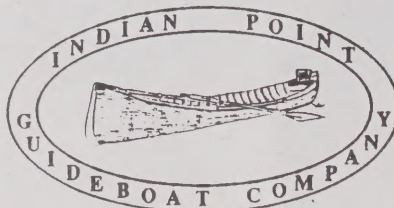
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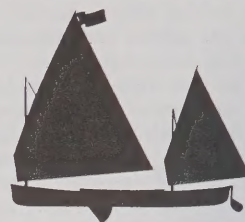
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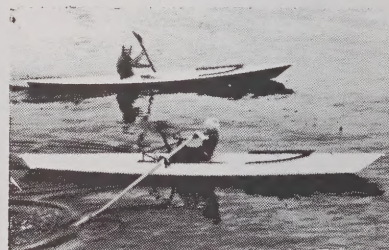
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Old Lyme Savors Victory



The winning Old Lyme crew during the second race displaying its oarsmanship in the *John W. Brown*.

From John Stratton

The third challenge rowing match between pickup teams from the Connecticut River estuary communities of Old Lyme and Old Saybrook was a victory for Old Lyme. The event was sponsored by the River School of Old Saybrook and involved the teams rowing the multi-oared surfboats *Burnt Island* and *John W. Brown*. This was Old Lyme's second win in the three years, Old Saybrook winning the inaugural event in 1993. As an Old Lyme crew member, I attributed our win to superior oarsmanship, not moral superiority.

Ben Clarkson, director of the River School, pointed out that the crews had not practiced for the event, they just showed up, and he wasn't even sure who was coming. The first race over a course chosen just prior to the race was won by Old Lyme in *Burnt Island* in 12 minutes 31 seconds, 12 seconds ahead of Old Saybrook in the *John W. Brown*. A second chance was provided for Old Saybrook and the crews swapped boats, but they lost by an even larger margin. They vowed to return next year, however, in an effort to save face and recapture rowing victory.

Arey's Pond Cat Gathering



Bruce Peters' 15' Fenwick Williams cat moving right along.

From Tony Davis

On August 12th we held our Third Annual Arey's Pond Cat Gathering with 43 catboats turning out on a windy, 20 knot sou'westerly day. Everyone had one or two reefs tucked in but the brisk wind did not

scare anyone away.

The race attracted 32 of the fleet and 25 finished. Our new Arey's Pond 14 class was won by John and Vinnie Thornton, newcomers, in record time.



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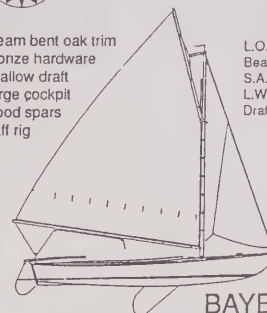
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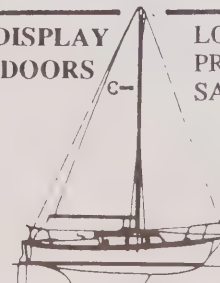
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BIVALVE ON THE SASSAFRAS



By Rich SantaColoma

In the three years since building our canoe yawl, it became increasingly apparent to me that I wasn't going to be completely happy with it. Not, at least, until we had a chance to try her in the waters of Chesapeake Bay. There's nothing particularly wrong with sailing our local Lake Mahopac, or the Hudson, which we are lucky to have so close. But I had a Chesapeake chart pinned up in our cottage, and all it's shallow little creeks and coves looked so alluring. The shoreline is laced with rivers and creeks winding back into the farmland of Maryland, passing the occasional quaint village along the way. This became the ultimate goal for the boat to me, it's reason for being.

Our *Bivalve* is just perfectly suited for those waters. It is 20' on deck, has a small cabin with a double berth, stove, and W/C, but still has ultra shallow draft. It only draws 4" over most of the bottom, and a mere 11-1/2" maximum at the tip of our skeg (board and rudder up). It was designed for just the type of waters beckoning to me from that Chesapeake chart. I didn't feel we would have fully used the boat, until we used it there.

We had taken a couple of car trips to different parts of the bay over the last several years. While down there, we looked around to see what area would be best for us and our boat. For a first sailing trip, we

had decided to start from the ramps at Rogues Harbor on Elk Neck. Across from the ramps, or within just a few miles, are the Bohemia, Cabin John, Sassafras, and Still Pond Rivers

We towed the boat the 280 miles to Elk Neck first, of course. Towing went smoothly enough, but did offer some worry. For one thing, my ancient Peugeot station wagon let us know it was not happy about towing so far. It's equally ancient clutch emitted an array of smells which varied in intensity according to the slope and duration of the hills encountered. The automotive equivalent of "French roast", I guess.

But despite the complaints, we made it the whole way without incident. The fat green yawl dutifully nosed our wagon through mile after mile of Pennsylvania farmland. We took the country route, because I would no more take the New Jersey Turnpike today than I would juggle pinless hand grenades in a chemical plant. Just quirky, I guess. But the last time we drove the NJP, we listened to the AM radio traffic broadcasts. These include a state policeman giving solemn warnings on how not to get abducted and murdered, i.e., "Do not get out of your car. Do not stop for any unmarked vehicle. If bumped by another vehicle, do not pull over...". So until the Amish start packing Uzi's, we'll opt for

the Pennsylvania route to the bay.

I love it down in Maryland. Lovely people, lovely parks, lovely water. I always wonder where our tax money in New York goes to (the big apple, maybe?), but in Maryland you see it at work. Parks everywhere, ramps everywhere. Visitors and residents are encouraged to enjoy the resources of the state. As a comparison, our local town of Peekskill, New York blocks access to the Hudson with an insulting \$30 fee, but the ramps at Rogue's Harbor are only \$5!

Launching into the bay at Elk Neck, or actually still the Elk River at that point, went smoothly. The four wide concrete ramps are in perfect condition. Once in, we saw that the water was rougher than it appeared from the docks. We shot across the Elk River and the Inter Coastal Waterway, but we made little to windward under the circumstances. It was obvious we were not going to make the Sassafras that afternoon if we sailed. The wind was against us, and the chop was nasty enough to promise a tough beat. We fired up the Seagull and made the mouth of the Sassafras in about two hours.

When we turned into the Sassafras, the same wind could blow us along on a broad reach. We unfurled our sails and took off like a bullet. The fat little yawl heeled to it's favorite five to seven degrees, and

seemed to lock there. Our first night's stop was going to be Turner Creek, which gave us a good 32 mile sail before stopping. We got to show off our shallow sailing capability by skirting inside the #2 buoy near Pond's Bar. A sloop and a large classic ketch, both of which had been catching up to us, veered off to round the buoy. Out in the Elk River and the bay, we could have used a nice keel beneath us, but the *Sassafras* showed us from the start why our boat had so little bottom.

We doused our sails and picked our way into Turner Creek. Shellenberger's cruising guide warned us to stay close to the buoys, and as the threat in this case was submerged pilings, I was inclined to listen. The channel took us far to the right, so close to the shore we could grab a handful of reeds.

We toured the little creek a bit, then picked a spot to moor next to the town landing. We dropped the anchor about fifty feet from shore, paddled the boat back, and tied the other end of the anchor rode to a tree. I like this arrangement, as the boat's distance from the shore can be varied without moving the anchor or untying ourselves. We just loosen the line on the cleats, and pull ourselves toward or away from shore.

Many cruising sailors make the trek to the marinas further up the *Sassafras*, but the little villages along the way are not at all "touristy". The town dock in Turner Creek, for instance, is the real thing. No fried clam shack, no tee-shirt stand. Just piles of crab traps and a few work boats. And the park at the top of the hill was empty, except for some especially bold rabbits and a good selection of the bay's waterfowl. They wandered around, feasting on the carpet of mulberries. It is a pretty and quiet place to stop, and protected from most directions.

We came back to the boat after dinner, and waded to the rope ladder at the stern. I had to adjust the distance from shore, as the tide had gone out a bit, and we needed more water under our skeg. Sitting in the cockpit, we soaked it all in, the quaint dock and work boats, the trees alive with birds, restlessly settling in for the night, the lights gradually blinking on in the houses lining the opposite shore. The wonder of the little cruising boat with a cabin is just that, to make this place our backyard tonight, and change it for another tomorrow. The people who live here are very lucky, but we can slip in and share their view for a bit and then experience a different one the next day.

The next morning we were awakened by the activity of an unloading fishing boat. Its catch was being weighed and loaded into a truck marked "Fresh Fish". I'll say. Some very aggressive and large black birds were excited by the ongoing fish handling. They would fight for a branch close to the action. Occasionally one or two would be so overcome with anticipation, they would noisily slide down the corrugated tin roof of the dock building. The birds did not seem to notice us. They would fly so close over our heads I think I could feel the rush of air from their wings.

We motored out of the creek, put up our sails, and rushed down the *Sassafras* with a perfect quarter breeze of about ten



Launching at Rouge's Harbor.

knots. The river winds a lot, and gives some options of sail trim, but it is a long way between bends. The luxury of staying on set tacks so long was not something we were used to. Fickle winds on our lake back home make constant sail trim a necessity. On the *Sassafras*, I would set the sail and leave it there for some time. I could really put my feet up. We sailed all the way to Georgetown that way, nice long tacks taking us from bend to bend.

We were a bit daunted by the appearance of the Georgetown Marina when we first saw it, but we wanted a place to wait out some approaching thunderstorms (which never quite found us). We had bypassed a couple of other marinas as they looked too fancy for our tastes. In contrast, the Georgetown Marina looked like a toll plaza. But this was due to the large roof they have, (no joke), over some of the mega-yachts ensconced there.

It's outward appearance is deceiving, though. The marina is really quite nice. And the staff didn't make us feel like outcasts in our tiny boat. The fee was reasonable, especially considering that the dock was equipped with the most amazing and inviting showers I had ever seen. They are individual, clean, tiled and air-conditioned! Quite a treat after hours of ninety plus degrees of humid heat.

It is fun to combine the rustic cove with the fancy marina. One day a dip with the crabs and herons, the next day a turquoise swimming pool. Cathy and I are not purists. We appreciated our fat steaks in the Kitty Knight restaurant, lording over marina, just as much as a macaroni and cheese dinner in the cockpit of our boat.

I don't think that everyone was appreciative of our boating style, however. There was a resident of the marina, and owner of one of the large motor yachts permanently tethered to the dock, who would hold court every night (well, at least the two nights we stayed there, but he looked like a fixture). He did this in the breezeway near our slip. The man was decked out in the requisite knit shirt, captain's cap and nautical flag emblazoned belt. He was the center of activity, dispensing advice and commentary on the issues and events of his elite floating neighborhood. Harmless, for the most part. But then Cathy overheard him commenting, the night we arrived, "They were bums! I saw them coming in, and they looked like bums! I wouldn't have let them in!"

Cathy thinks I may be wrong, but I am sure he meant us. He didn't mean the six thousand foot yacht which had recently arrived, nor the family of canvasback ducks which seemed drawn to our boat. We were bums to this man, we who dared to charge into his turf in our little cedar boat, all our oddly shaped sails flying and decked out in canvas hats and sunburns. But what are you going to do? At least he and his attitude draws the income a marina like this needs to survive. Keeps the "standards" up. That then gives us the option of a snug berth and a clean shower at a reasonable price, because I don't think the \$19 slip fee they might gather from the occasional transient like us is going to make ends meet.

While I was mulling over our review, a guy named Dave rekindled my faith in the current state of the sailing spirit. The tide was low, and he suddenly appeared over the edge of the dock which was a few feet above us. A big beard covered most of his friendly face, and also a good part of his tattered and epoxy smeared tee-shirt. Dave wanted to know all about our *Bivalve*; the design (Elver), the designer (Steve Redmond, of course), the wood used (cedar, marine ply, Douglas fir), and so on. Then he took me over to his boat.

Out behind one of the unbelievably large storage sheds is an area put aside for owners to work on their boats. Dave was rebuilding a large Wharram catamaran. A perfect no-frills, die hard, anti-establishment cruising machine. The Wharram cats retain the spirit of the Polynesian craft which inspired them, and forget none of the lessons learned in the process. They're meant to go places in speed and safety.

Dave was removing some ambitious overbuilding on the part of the last owner, in an attempt to get it back down to the designed weight. Then he would be off to Cape Cod. I took some twenty minutes from his project, and had a great time discussing boat design and construction with him. I forced myself to let Dave get back to work, although I could have stayed among his power tools and scattered boat parts all afternoon.

After my visit to Dave, Cathy and I took off and visited Woodland Creek, nosing our boat into the sandy shore of Dafodil Island. We could step right off the bow into ankle deep water. It was so strange to be sitting on the shore of an island which just a couple of days before was only a little dot of tan ink on a chart. I would look at it back at home and wonder

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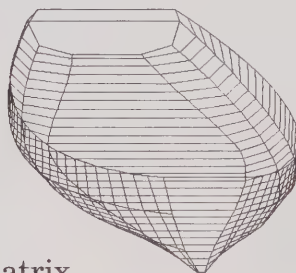
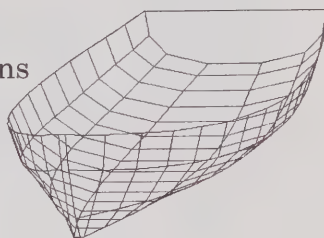
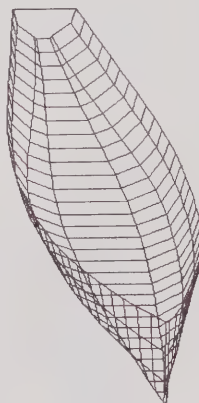
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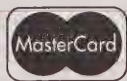
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what it was like, and here we were eating grapes and crackers on the shore. And all it took was a few dollars and a few gallons of diesel fuel in an old station wagon to get us here, to turn that tan dot into a real island.

The next day we started back down the Sassafras for home, intending to stop at the long spit of Ordinary Point for a swim, and then tuck into Turner Creek for our last night. We had an exhilarating run down the river, the main and mizzen full and straining their sheets, silently flying us by the buoys, over the sand bars and past the lush shores. We could pass close by nests of birds, and not disturb them at all.

There was one big nest on marker #9 which I wanted to see close up. I thought I would tuck us inside the gap between the marker and Knight Island, as the tide was in and the chart showed between three and nine feet of water. Plenty deep. But just as we pulled along side the marker, we ground to a gentle stop. The sails continued tugging at the stuck boat, trying to drag the skeg and rudder through the sandy bottom. It was a very un-scary grounding, being stuck on such a soft bottom, and not hard to fix. We raised the rudder and rocked the boat until we wiggled ourselves off.

As we neared Ordinary Point, the wind was picking up, and the skies were looking quite threatening. We chose to skip our swim and duck into Turner Creek. After mooring, we climbed to the park at the top of the hill and listened to the NOAA weather report. It warned of a chance of thunderstorms for that day, but just said "thunderstorms tomorrow", with the glaring omission of the words, "chance of".

The wind was going to be stronger, and it was still not going to be in our favor for our stretch out in the bay. It didn't look like we could possibly enjoy our last night there, worrying about worse conditions for our trip back to the ramps. I envy those whose lifestyles allow the picking and choosing of wind direction and weather, but we had to get back. It looked like it had to be that day.

After leaving the Sassafras, we discovered how much of a haven it had been. The mere fifteen knot northeast wind, when allowed free reign out in the Elk River and the Bay proper, created a chop no Elver should endure. I wasn't aware fifteen knots could do so much. On our lake back home, fifteen knots only meant a brisk sail and pretty whitecaps.

Rounding Grove point, we motored into an increasingly steep sided chop. Slammed into it, really. It lifted us up, and let us drop with a bang. It made the boat and all my vertebrae shudder, and gives Cathy and I chills even now, when we think of it. I had written before that the Elver's ends are immersed, avoiding the constant pounding inherent in most flat bottom designs. This is true until the conditions get nasty enough, then an Elver will pound with the best of them.

Just to make things more interesting, seven large Navy ships were barreling down the ICW, and adding monstrous wakes to the chop. But I continued to round Grove Point, instead of turning back. I knew that there would be many sandy beaches to crash on, should our trusty British Seagull Silver Century retire on us.

Why that damned stubborn motor didn't quit, I don't know. It looks so simple, like it was carved from a solid lump of iron ore and bronze, then chrome plated and black enameled. And maybe that's a clue. It has less to go wrong, and so things rarely do. And I do prefer to see and have access to all the component's of my out-board.

But still, watching that little engine pitch high out of the water, it's prop spinning wildly, and then plunge right down to the fine-grained casting of it's overtaxed power head and exposed spark plug, was almost more than I could take. It would give out it's customary dull moan as it bit deep into the water, pushing the nose of the Bivalve up a wave, and then whine sharply as the bow dropped and the stern rose up, giving the Seagull only foam to chew on. If it got one good gulp of Chesapeake wake, I thought, we would be broaching in that mess.

But we went on for three hours this way. Two knots was all I could make against the elements. I played the tiller to hit the oncoming waves just so, to minimize the slamming of our flat bottom into the troughs, and hopefully keep the little Seagull breathing. Cathy took over the tiller in some of the worst of it so that I could fill the Seagull's tank. It didn't seem like a good idea to run out of gas just then.

A good part of our time was spent crossing the ICW, just after we were treated to the wakes of another seven of the Navy's finest warships. And the waves seemed larger in the ICW, our bow rising that much higher, and our hull crashing that much harder. The Seagull sputtered twice, at one point skipping so many beats I would swear my heart followed suit.

When we were mercifully lined up with the ramp at Rogue's Harbor, and felt ready to risk beam seas over the chance of having our Seagull die for good, I cranked the tiller. Cathy and I moved against the starboard coaming, helping to keep the boat from lifting against the waves too much. This seemed to lessen our motion.

The boat took that nasty chop on the beam quite well, better than I expected it

to. And now that we were not fighting the wind and waves, we reached something closer to hull speed. With generous but gentle rolls, we soon slid up to the dock.

We camped in the Elk Neck State Park that night, and spent the next rainy day wandering around Northeast and Havre de Grace like fools, not caring how wet we got, or what we looked like. We smiled a little too easily that day, and maybe some people thought we were drunk. But it wasn't alcohol. We were just glad to be off that damned bay.

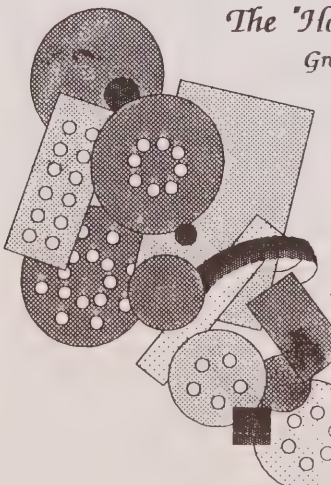
We know only a tiny bit more about the Chesapeake because of our very short visit. Some of it quite useful, though. And when we go back with our little daughter, (who we expect this October) in maybe three or four years, it won't be such a mystery to us that we won't feel safe bringing a child. We will have lots to show her, and lots of new places to explore. But if we still sail a centerboard boat, we will launch directly into the friendly waters of the Sassafras, and save the Chesapeake for calmer days and keel boats.

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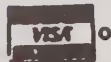
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North Carolina's Working Watercraft Exhibit

By Jane Wolff

For the past twenty years, staff at the North Carolina Maritime Museum in Beaufort, North Carolina, have been researching and studying the small craft of the state's coastal waters. The results of this research are now available to the public in a new exhibit titled: *North Carolina's Working Watercraft*.

This exhibit is divided into seven major areas of interest that explain the complete picture of the state's working watercraft. The text begins an explanation of indigenous watercraft and the trends of development in coastal waters. Included are the effects of the environment, topography, and weather on boat shape and construction. The woods used by boatbuilders for boat construction and their individual properties are explained, along with actual samples of the wood displayed.

The evolution of the state's boat types starts with the dugout and ends with the "modern" boats, the shadboats and sharpies. Noted Roanoke Island boatbuilder, George Washington Creef (1829-1917), who is believed to have built the first shadboat, is prominently featured. Half-models of shadboats made by C. W. Dough also of Roanoke Island are displayed. Mr. Dough made these half-hulls from memory, in 1979, over forty years after the last shadboat was built.

Outstanding visual features include a dugout canoe, which rotates to allow the viewer to see the sides, bottom, and top of dugout construction. In a section on steam, a model of the *Lisbon*, a 77' stern-wheeler rotates for all-around viewing and its paddlewheel turns. Drawings and photographs of significant boats highlight and augment the text.

Research for this exhibit was compiled by Michael Alford, curator of maritime research, whose 20 year career with the museum has resulted in the documentation of the history of North Carolina's working watercraft. Mr. Alford, a naval architect, is author and illustrator of the booklet, *Traditional Work Boats of North Carolina*, which provides a general survey of the major types of small craft that have developed in the state. Alford is currently preparing an in-depth publication on North Carolina boats. He was recently invited to present a paper on his research at the International Symposium on Boat and Ship Archaeology at St. Vaast-La-Hougue, France.

The small craft exhibit was designed by Jerry Heiser. Mr Heiser has been on staff since 1985 and includes among his many museum design projects the *Coastal Marine Life* exhibit, which features a Fowling Community diorama and the *Barbour Boat* exhibit, which incorporates a nostalgic outboard motor display and repair shop.

Builders for the *Working Watercraft* exhibit were technicians Larry Copeland and Terry Greene. Mr. Greene also fashioned the dugout canoe and implemented

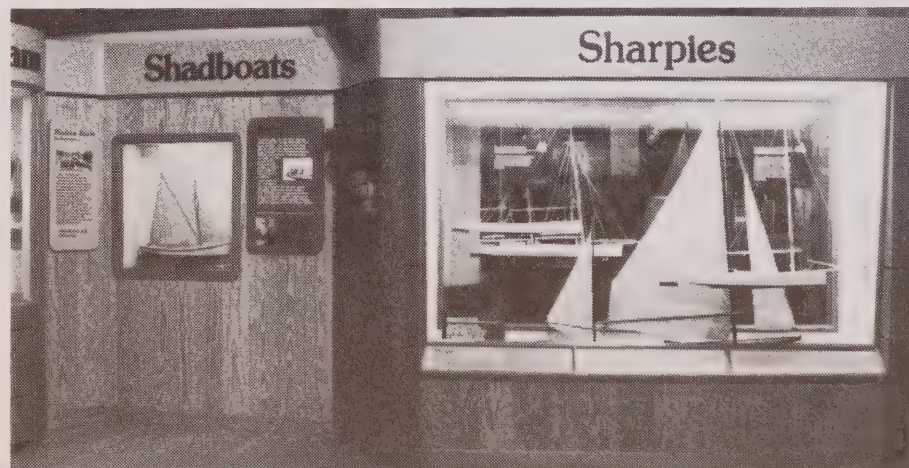
the revolving feature of that canoe and of the steamboat model.

Boat models used in this exhibit, were built by Frank Gaskill, Paul Fontenoy, Fred Wildt, John Davis, Michael Alford, and Geoffrey Scofield. Other models used are on loan from the Smithsonian Institution. Several of the models are used to represent three of the important styles of boatbuilding: the flat-bottom, the round-bottom, and the deadrise (V-bottom).

Proofreader for the exhibit text was natural science curator Patricia Hay.

Currently the only missing piece of the exhibit is the diorama which, when installed, will show Native Americans constructing a dugout canoe and the unique logboats of the early settlers and how they were built. The diorama is being fabricated by Warren Kimsey of Kimsey Museum Studio in Gastonia, NC.

The North Carolina Maritime Museum is open weekdays from 9 to 5, Saturdays from 10 to 5 and on Sunday from 1 to 5. There is no admission charge. The museum is a division of the North Carolina Department of Agriculture. It is located at 315 Front St., Beaufort, NC 28516. Telephone is (919) 728-7317.



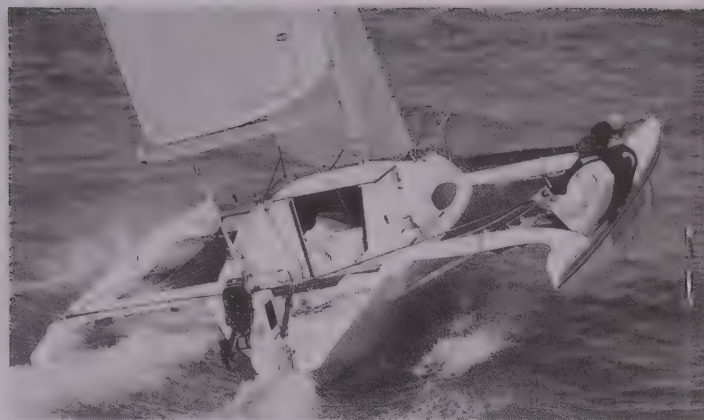


Tremolino 23

A production tri designed by Dick Newick, offered by the Tremolino Boat Co. as a folding model T-Gull (pictured) or non-folding, or in various kit stages utilizing Hobie Cat rigs and amas. Plans for home building are also available from designer Dick Newick.

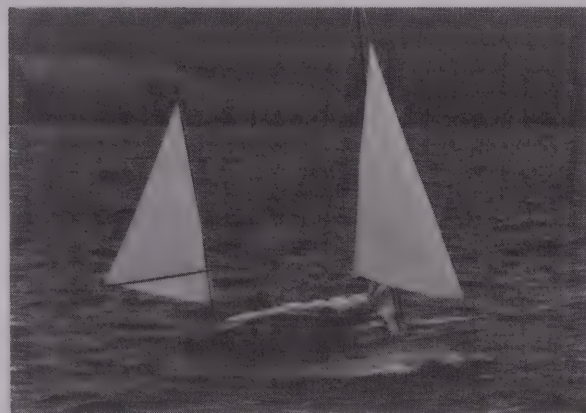
Volare 25

Just one of a number of trimaran designs from Joe Dobler offered for home builders.



Corsair 24

Corsair Marine offers this smallest of the Trailer-Tri series of ultra fast expensive trimarans from Australian designer Ian Farrier, featuring a unique folding ama design for trailerability and rapid launch time at any ramp.



Clipper 15 & 18

Fred Shell's roomy little trimaran design is available in two sizes in affordable complete kit form for home builders and as finished boats.

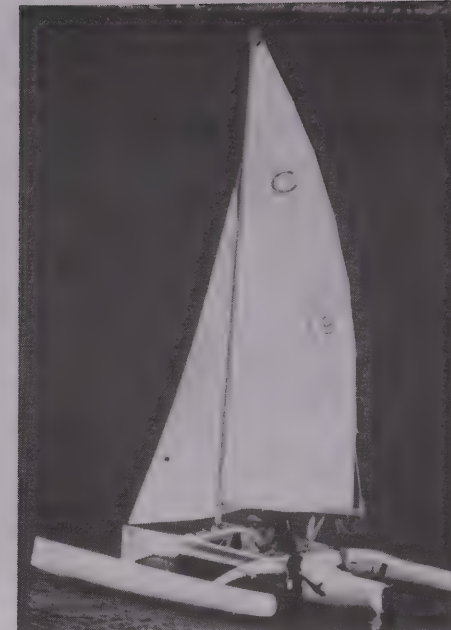
Windrider

An outgrowth of experiments converting sea kayaks to trimarans, this Wilderness Systems design by Jim Brown will be a personal trimaran with auxiliary paddle power.



Seaclipper 10

John Marples designed this min-tri as a sort of trimaran dinghy racing class for home builders.



Cyclone 23

John Marples offers this trailerable triamaran design for home builders using his unique constant camber construction method.

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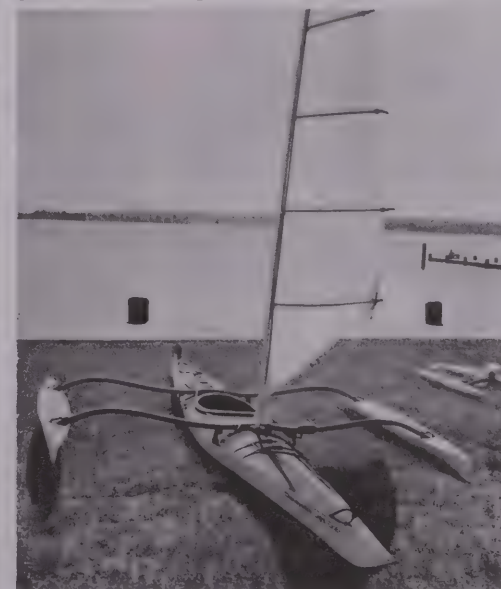
Blues Trio

Dennis Davis, British designer of tortured ply canoes and kayaks for home builders came up with this little 10' trimaran and outfitted it with a wingsail.



CLC Kayak Conversion

Chris Kulczykcki of Chesapeake Light Craft has built up a substantial business in home builder sea kayak kits and plans and now has developed a simple trimaran conversion rig design for kayakers wanting to realize the potential of wind-power for their ultra light boats.



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Into The Crucible

By Bob Hicks

Boatbuilder Doug Scott of Parker River Boat Works in Newbury, Massachusetts likes to explain how he happened to get a contract to build five "colonial style" dories for the Twentieth Century Fox movie, *The Crucible*, with "a mother-in-law story".

Doug, who set up in boatbuilding for himself about a year ago after years spent working, in part, at Lowell's Boat Shop in nearby Amesbury learning his trade from the legendary Fred Tarbox, had a customer who had come to see him about building a Gloucester Gull plywood dory.

The deal was made, but Doug, ever helpful, offered to show his customer a boat nearby that was built using the same technique as he would be using. As they drove towards Newburyport, there at the roadside sat a Gloucester Gull "For Sale". They stopped, Doug's customer bought on the spot and the building order evaporated!

Doug's wife Betsy remarked that her mother always said there was a reason for such things happening. Then the phone rang.

It was Twentieth Century Fox. They were about to start filming *The Crucible*, about the Salem witch trials, on Hog Island in nearby Essex Bay. They needed some small colonial boats as props on the shore. They had contacted Lowell's of course, only to learn that the famous old shop was shutting down its boatbuilding operation for a major building renovation. Lowell's had referred them to Doug.

What followed was a fast moving series of negotiations as to the nature and cost of the boat. From an initial concept of five different boats, it finally resolved into a production run of five identical boats, bare hulls which the film company's own set builders would finish out for a period look. And the delivery deadline of September 14th kept on backing up

as negotiations went on in mid-August to ultimately settle on the 3rd!

The design they settled on was based on an illustration from John Gardner's *Dory Book* of "the earliest known representation of a dory flat in Europe, an enlarged detail from Albrecht Durer's water-color painting, *Little House on a Fish Pond*, ca. 1497-8."

Doug drew up some lines based on this illustration and Gardner's mechanical perspective illustration flattening out the exaggerated rocker of the boat in the painting, and set to work. Since the boats would not be required to float he could build with cheap pine planking and plywood sawn frames and not have to deal with caulking seams.

The last of the five was delivered on the 3rd and all were in place on the shore of Hog Island for filming on the 11th, looking the part. Doug said he was amazed at the transformation that had taken place in their appearance in the hands of the set crews.

So as Betsy's mother always said, "There's a reason for these things happening." Losing the Gull job was followed up with gaining movie fame and fortune. Well, not quite. Doug asked if he would be in the credits. "Only those who donate props get into the credits," he was told. Oh. Fortune? Well, he was well paid for his marathon last minute efforts, but not on the scale one might envision given the movie budgets of tens of millions of dollars.

The fate of the boats? Well, they're really props, hardly seaworthy craft. And like the dozen or more full size complete colonial era houses built on the island, including a full size replica of the famed "House of Seven Gables", they'll be cast aside at filming's end. Everything has to be off the island by spring, so who knows what fate awaits them?



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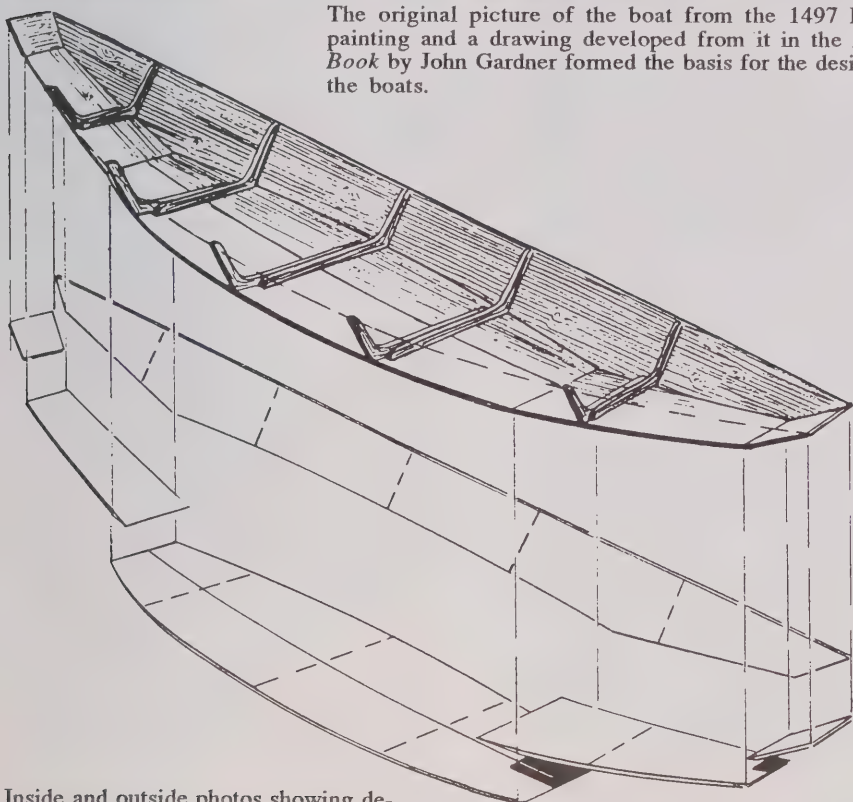
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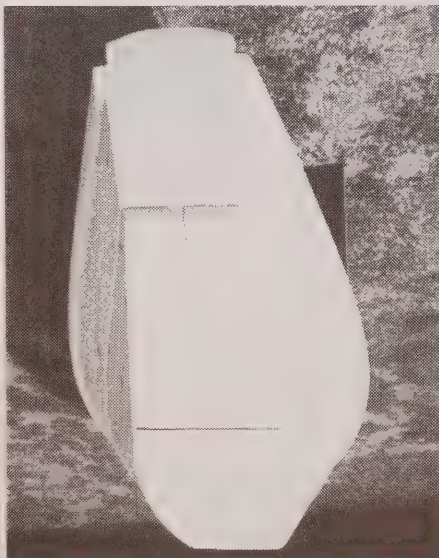
DIRECTIONS: TAKE ROUTE 128 TO GLOUCESTER
TAKE LEFT AT STOP LIGHT (EASTERN AVE)
GO ONE MILE - TAKE LEFT ONTO POND ROAD



The original picture of the boat from the 1497 Durer painting and a drawing developed from it in the *Dory Book* by John Gardner formed the basis for the design of the boats.



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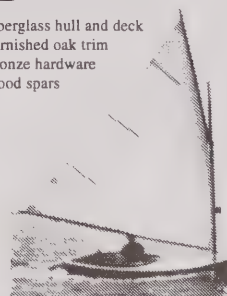


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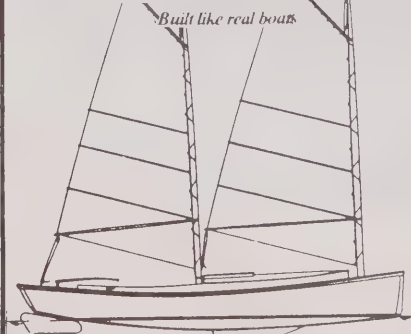
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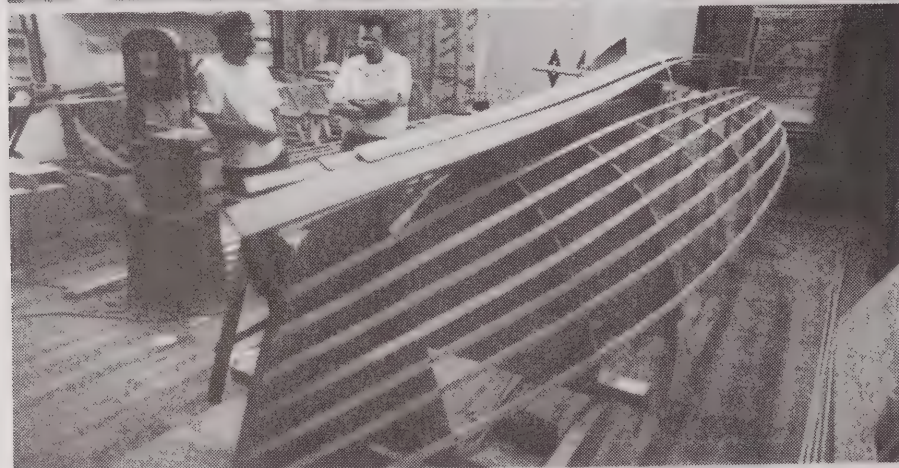
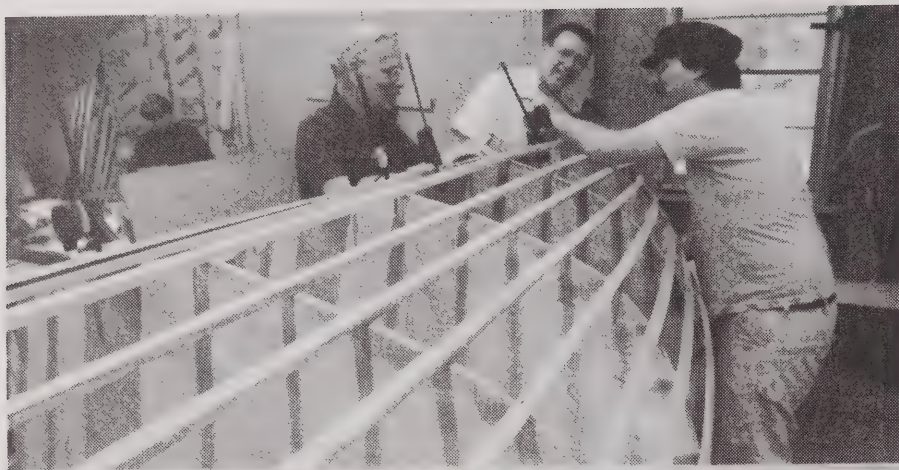


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Building "1-2-3"

Our Connecticut River Oar & Paddle Club project boat, "1-2-3" is progressing rapidly. Thanks to skilled and persistent volunteers it has now been planked up. Innovative mass production techniques set up by David McCulloch and the volunteer crew of Henry Maciak, Suzanne Howard, Geoff Conklin and Jon Persson lined out templates, scarfed and glued the long sheets of plywood and then lined and cut the planking strakes to precise dimensions. Much detail work has also been carried on to make this first hull truly the prototype of others to follow.

Oar design and experimentation is also being given some thought, though in all likelihood we will experiment with the oars we already have in hand to develop a shape and size optimal for this 21'x 4' pulling boat.

With progress now having reached the point where the planked up hull has received three coats of epoxy and reinforcing fiberglass, it remains to add finishing touches to the bottom and add the gunwales. Then we'll turn her over and set to work on the interior and decking, and install the oarlocks. Once this prototype is off the mold, a new hull can be started, as all the basic materials are already cut to shape for three boats.

It is the club's intent to make the mold and building information available to groups that would like to build their own "1-2-3". Interested persons can call Jon Persson at (203) 388-2343.

John Stratton, CROPC, 18 Riverside Ave., Old Saybrook, CT 06475.

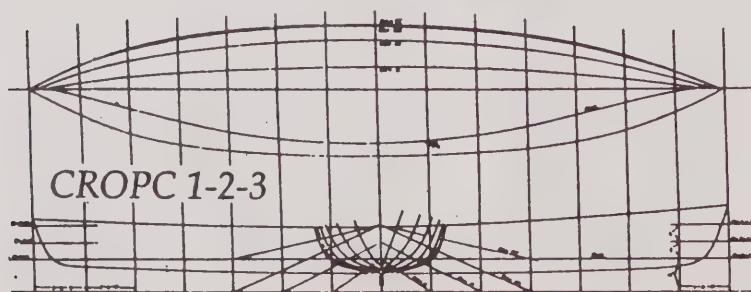
David McCulloch, Henry Maciak and Jon Persson working on the mold in July.

Planking ready to go onto the completed mold.

Coating the first hull with epoxy in late August.

1-2-3

designed by Jon Persson,
Persson Manufacturing Co.,
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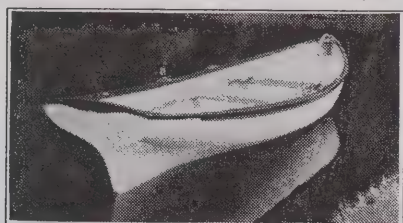


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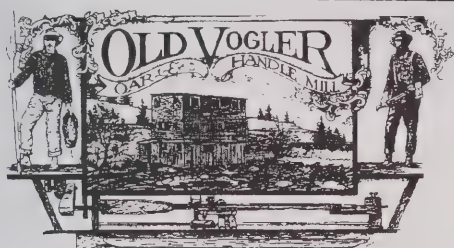
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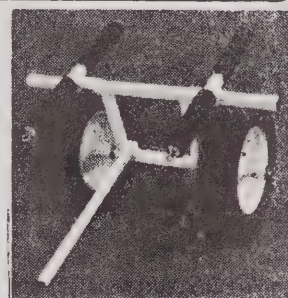
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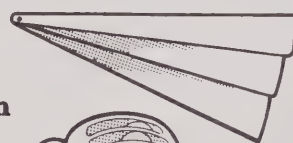


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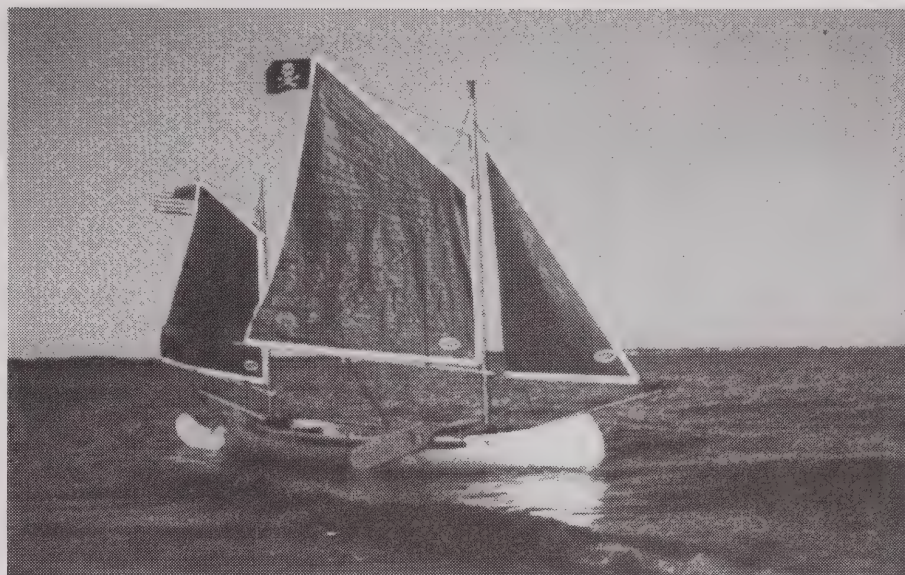
The original 1975 *Dragonfly* was a 13' Grumman aluminum canoe, rigged as a balanced lug cat yawl. It served me well for 20 years, it now lives with my brother-in-law.

The new *Dragonfly* is a 1994 13' Grumman canoe, rigged as a "true" canoe yawl with jib 11sf, main 43sf, and mizzen 20sf, for a total of 74sf with reefing capability of 33% in main and mizzen.

As with the 1975 *Dragonfly*, the 1995 version started out to be cost effective, using seasoned clear 3/4" white pine for leeboards, bowsprit, steps, boomkin, and partners (the partners extend outboard somewhat, forward to secure leeboard bungs, and aft for auxiliary power, 3/4 HP Bumblebee, or electric power when down-rigged for freshwater forays after panfish and black bass). Spars are fabricated from fir clothes poles, all available from most local lumber yards. The aluminum rudder and leeboard extrusion are Grumman originals.

The largest single cost was that of the sails, purchased mail order from Sailrite at about half the cost quoted by local (Long Island, NY) sailmakers, but still ten times the 1975 cost.

Did I say cost effective? Yes, until the "Yuppie Effect" set in: Harken blocks (the old one had dumb sheaves), black dacron



and nylon rigging, and new (expensive) canoe PFDs and cushions.

What makes the *Dragonfly* the (almost) perfect boat is its portable launch-anywhere nature and Long Island itself, blessed as it is with water; ocean, sound, bays, small lakes, ponds, rivers, and streams. *Dragonfly* loves it all; sailing, motoring, surfing, paddling, and fishing. But, only when handled with vigilance and prudence, taking into considera-

tion wind, water and traffic conditions.

(Tom Brooks is a retired letter carrier, former lifeguard, Coast Guard petty officer, and veteran of North Atlantic, North Pacific, South Pacific, Arctic and Antarctic service. He has served as a marine museum trustee, crew and skipper of antique boats. In his time he has owned numerous boats, the most recent a 1992 Boston Whaler jet drive, and of course the long-term *Dragonfly(s)*).

Welsh Canoes

Over here in the U.K. canoe can mean kayak, but I am building the North American sort here in Wales. I started canoeing just over 20 years ago when I moved to Wales from Cornwall where I was a surfer and board builder.

For the past five years I have been building fiberglass Peterborough canoes fitted out in hardwoods. About a year ago I began designing my own canoes and have to date sold about 200 sets of my plans. I intend to gradually add new models when time permits between turning out the Peterboroughs.

I am now offering my plans to U.S. small boat people, a request from anyone interested will bring my catalog via air-mail.

Alan Bridges, Birch Creek, Cenarth, Dyfed SA38 9JU, Wales, UK.



My 14' x 30" solo/double "Algonquin" model.

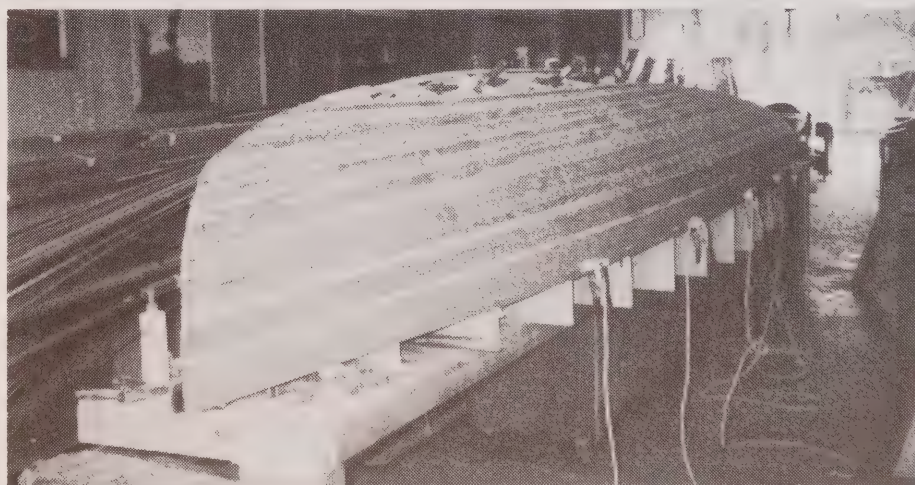
Busier than Ever

I'm busier now than before I retired, building boats. I'm working on two canoes and the 18' Kingston Lobster Boat shown in the photo. I want to spend some time in this one cruising the west coast of Florida one of these days. At least I do still find time to go kayaking on the bay here, or rowing three or four mornings a week for an hour or so.

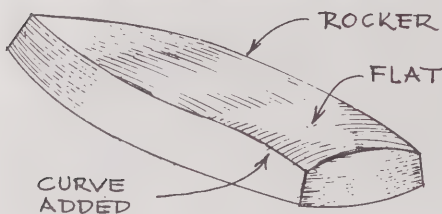
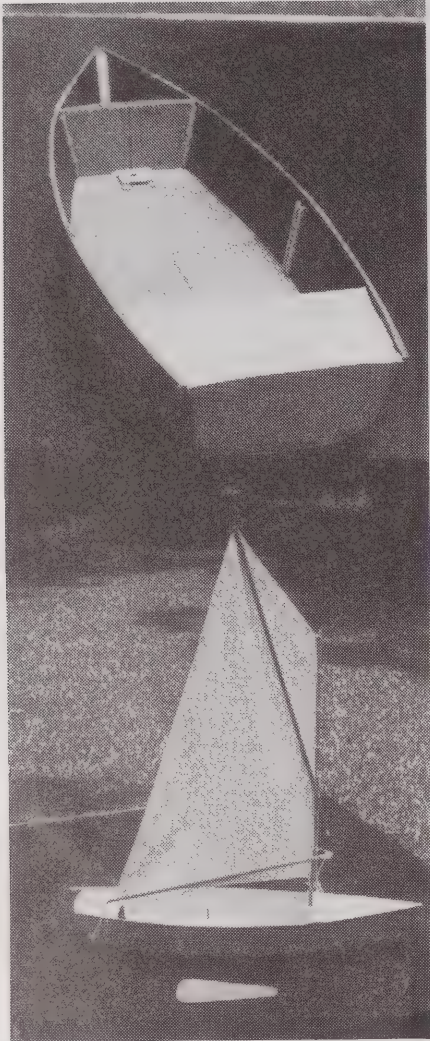
I'm also trying to finish up my book on strip building the Wee Lassie for *WoodenBoat*. I had a great time there again this year at the school, best class yet, 11 people, 7 boats built.

The winter looks like it will be busy too, already I have one student building a Wee Lassie here on weekends.

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Why Cardboard?

By Ernest Brock

For some time I had been thinking of building a small skiff for a cartopper day-sailer. I wanted it to be small enough to handle alone, able to carry two, and be very easy to rig. A ride in David Gulley's beach cruiser with leeboards showed how comfortable a boat without a centerboard can be. Finally, I wanted 7' of space to lay down and nap. A length of 13'10" was chosen to limit the weight and be less than a rumored taxable size.

Looking at possibilities, I wondered if a skiff's bottom could be curved at the stern. Rounding the bottom should reduce drag when heeled. Often the rear third of a skiff's bottom is almost straight. If the outer corners of this flat area were curved up, the result should be an arc at the stern. It seemed possible even though I knew of no examples.

As a cheap way to test the theory, I decided to build a cardboard model with carpenter's glue at a scale of 1-1/2 inches to the foot. My son had a leftover sheet of art board 1/16" thick, or scale 3/8". That should be stiff enough to test the theory.

I began drawing directly on the cardboard with sketchy plans. I tried for the proportions of a Phil Bolger Black Skimmer, about half size. Construction was to be common skiff with taped joints. In place of fiberglass tape, I cut strips of heavy paper about 3/8 wide, folded them and cut notches on the sides alternately. This let the paper follow the curves of the hull.

Match sticks were glued to the sides to keep the center mould in place. The lower edge of the sides was curved up by guess, but it worked well. The bottom took the curve as planned, with no great force being necessary. The curves are all sections of a cylinder, not compound curves.

The model was so attractive, I went on building, making a mast step, then a swinging gate to make stepping the mast easy. A mast, boom and sprit were cut from dowels. My wife made the sail from a scrap of cloth.

Rigging the model forced me to learn more about the sprit rig to choose from the various way to rig sprit and boom. It was fun and prepared me for building the full-sized skiff.

Building inexpensive cardboard models is possible for the ordinary man. Even a fleet of them. Scrap cardboard and white glue cost little. You will find visualizing a design is easier with a model than a plan. New ideas came to mind to try in models. Perhaps a multichine beach cruiser? Or a flat bottomed boat with rounded chines?

And if a brainstorm doesn't work well, one can throw out the model, with few regrets. Or, if a model is especially promising, you make another with thin wood to test on a pond. Try it on dull evenings!

Ernest Brock, 2911 Dragonwick Dr., Houston, TX 77045-4707.

More on Metric

By Jim Michalak

A while back I decided to hurl myself forward into the 19th century and go metric. I was driving to the blueprint shop to see if they had metric scales, but first I stopped at the local lumberyard to see what sort of scales they stocked. Except for those wonderful aluminum yardsticks used for drywall, they had nothing in metric. I gave up on the idea for the time being. Until metric tools are commonly available I see no point in forcing builders to use them.

But Dave Carnell is quite right about working in decimal inches, it's just like working in metric. And I know where to start looking for a scale in decimal inches: Wicks Aircraft Supply at (800) 221-9425 lists a 12" Stanley decimal tape measure, graduated in 10ths and 100ths.

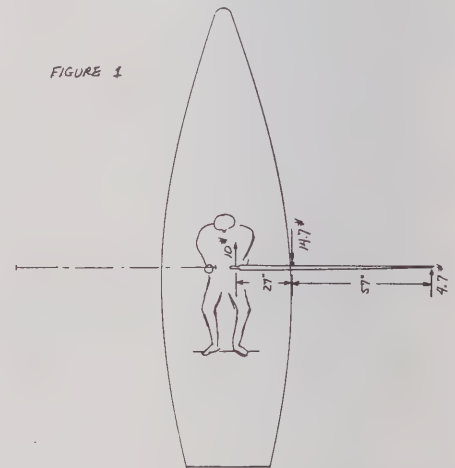
If any readers know where metric tapes are available, tell us about it. I may make it into the 19th century yet.

More on Oars

By Jim Michalak

To answer Jim Thayer's question about "where's the load" on an oar in the Feb 1, 1995 issue, the answer is "everywhere". As shown in Figure 1, the skipper applies a load at the handle which produces reaction loads at the blade and the thole pin (which is the fulcrum). The force at the blade, not at the fulcrum, pushes the boat.

FIGURE 1



In the example the 7' oar has the usual 68% ratio for oarlock location, as stated by ancient oar lore. The thole pin is located at 68% of the total oar length. It's a good starting point but I see nothing sacred about it. So this 7' oar has 27" in-board of the thole pin and 57" outboard.

A 10lb tug on the handle produces 4.7 pounds at the blade and 14.7 pounds (the sum of the handle and blade loads) at the pin. Here the effect of the "lever" is to reduce the applied load and gear up the speed of the application. For example if the rower is pulling the handles at 2 mph (about 3 feet per second), the blade is moving $57/27 \times 2 = 4.3$ mph which is a good pace for a fixed seat boat. There's some slippage going on but I think it's minor.

If the load on the boat increases (head

wind, extra passenger, etc.) the rower can "shift gears" by sliding the oars inward. If he slides them in 5", the 27/57 ratio becomes 32/52. That same 10 pound tug on the handle now gives 5.2 pounds at the blade but blade speed would decrease to 3.2 mph.

If he slides the oars outward 5" in a downwind run, the 27/57 ratio becomes 22/ 62. That same 10 pound tug gives only 3.5 pounds at the blade but blade speed is now 5.6 mph! So the full "shift" of 19" gives almost a 2 to 1 speed range.

To go faster yet, the skipper might quicken the frequency of his stroke or lengthen it, perhaps with a sliding seat that might double the stroke length. But I wouldn't think the sliding seat would be to advantage in a hull that is limited to 4 or 5 mph or with short oars that will swing through large angles with a super long stroke.

There are more interesting points.

The forces on the rower's hands must react through his body to the boat. Foot bracing is best, otherwise the forces react as friction on his butt. Ouch! The sliding seat prevents that and causes the reactions to go through the feet.

Also it appears to me that the boat doesn't really know if the oar blades are being operated by someone pulling in the traditional manner, or push rowing while facing forward. But no one who push rows can match a puller. Anatomically speaking, the rower's body, when seated low, can pull with a lot more force than it can push. I guess articulated oar systems that convert motion to allow forward facing pull rowing must lose a lot of efficiency in their workings because they never seem to give equal speed.

Which brings me to the Ron Rontilla system which allows forward facing pulling without articulated oars. I'd like to see one in action. It looks like the power stroke is really done by the leg muscles. Unlike other oar systems including sliding seats, the hands and arms don't need to transmit the power generated by the legs, but rather they can just guide the oars. Maybe only pedal boats have been able to fully tap into that kind of power before, but they require far more complex gear than the simple oar against pin of traditional pull rowing.

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Wooden Boat Scoops

By Mike Moore

While looking around the North Carolina Maritime Museum a few months ago, I ran across an item I hadn't seen for awhile, wooden scoops used as boat bailers. Sawed-off milk jugs have been around long enough to be considered traditional, but the wooden scoop has advantages worthy of consideration.

A functional scoop can be put together in an afternoon using scrap wood and unskilled labor. Besides the aesthetics of their traditional appearance, the wooden scoops also float, they're biodegradable, and they're heavy enough as to not blow away if left unstowed. The scoops work best in flat bilges but have a problem with the last inch or so of water because of the thickness of the material.

Dimensions are arbitrary, in order to maximize capacity I'd recommend depth and length over width, and the handle should be placed high to maximize the tilting action. I made a scoop using 1"x 6", but 1/2" thickness would probably be strong enough if available.



Look Into Aircraft Plywood

From Joseph Anthony

One of my recent projects was building an 18' cedar strip canoe from lines taken off an old White. It weighed 45lbs, covered with 4oz Dynel acrylic fabric. I wanted to reduce that weight by using 3mm plywood lapstrake construction but the cost of the plywood was prohibitive.

Since then I have learned from amateur aircraft builders about a plywood being imported from Australia which merits attention. Exterior grade 4'x 8' sheets available in 1.5mm, 3.0mm (1/8"), 6.0mm (1/4") and 12.0mm (1/2") range in price from about \$1.50 to \$2.75 per sq. ft. depending on thickness and discounted for quantity lots.

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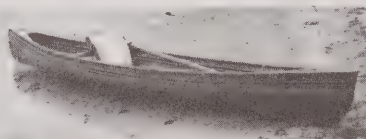
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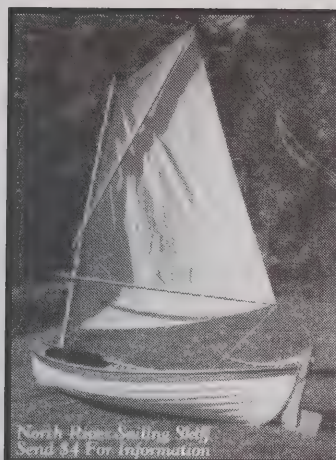
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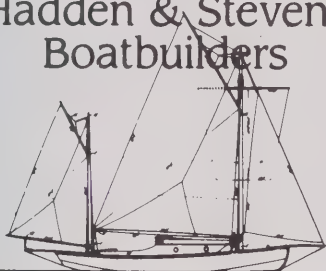
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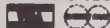
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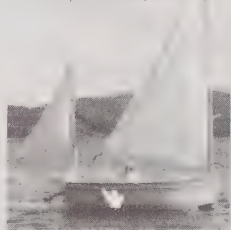
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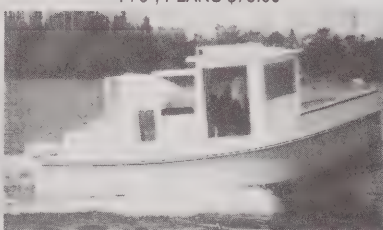
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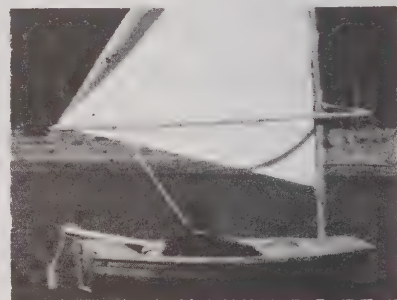
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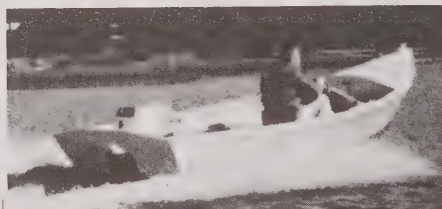
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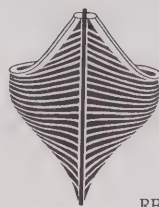
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OSTAR Concept

59' x 11' x 10'

An experienced racing man commissioned this study of a flatout racing machine. The thought was that a very extreme monohull might be able to compete with the multihulls by obviating precautions against capsizing in a squall while the single-hander was asleep.

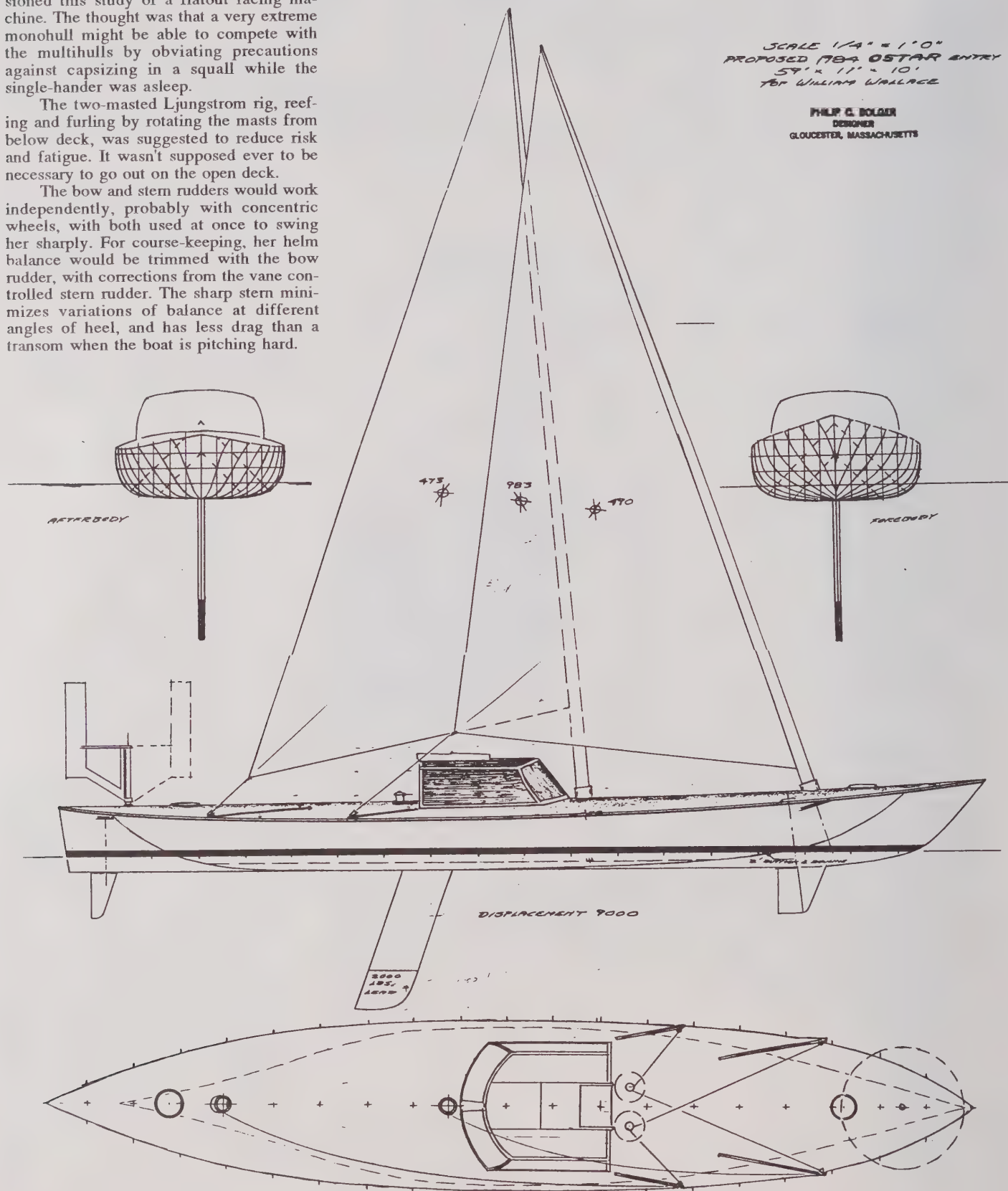
The two-masted Ljungstrom rig, reefing and furling by rotating the masts from below deck, was suggested to reduce risk and fatigue. It wasn't supposed ever to be necessary to go out on the open deck.

The bow and stern rudders would work independently, probably with concentric wheels, with both used at once to swing her sharply. For course-keeping, her helm balance would be trimmed with the bow rudder, with corrections from the vane controlled stern rudder. The sharp stern minimizes variations of balance at different angles of heel, and has less drag than a transom when the boat is pitching hard.

Use for anything other than competing in the OSTAR wasn't considered at all, unless you count her as sculpture. She would have been a beautiful thing to look at, but I feel some revulsion at the idea of a singlehander drawing ten feet of water. I also doubt that she would in fact have been successful in racing against multihulls.

SCALE 1/4" = 1'0"
PROPOSED 1984 OSTAR ENTRY
59' x 11' x 10'
FOR WILLIAM WALLACE

PHILIP C. BOLGER
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15' Venture Catamaran, w/trlr. 2 sets sails, replacement SS hrdwre on boat & trlr. Grt cond. \$950. Benefit Adirondack Museum.
ADIRONDACK MUSEUM, Blue Mountain Lake, NY, (518) 352-7311 bus hrs. (11)

O'Day Widgeon, #4226. Classic 12' day sailer. Green hull, motor mount, exc sails. Ready to go. \$950. Trlr neg.
JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (11)

'25 Old Town Otca Canoe, 17' w/sailing equipment. \$2,500.
RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (11)

17' Mud Hen, gaff rigged day sailer. Lg cockpit, matched trlr, electr motor. Solid boat in vy gd cond. \$2,350.
HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064. (11)

9' Tunnel Hull, fast boat, ply/epoxy. \$600. **14' Pulling Boat**, Roar 2 designed by Jim Michalak, 14' x 75lbs, ply epoxy. \$450. **Electric Boat Liechen**, 15' x 56" x 145lbs ply/epoxy, oak & mahogany, compl w/ batteries, motor, trlr, swivel seats. \$1,500. **18' Cabin Sailboat**, FG '65, compl, newer sails, 4hp motor, trlr. BO.
WALT KAHLHAMER, Fond du Lac, WI, (414) 923-1922. (11)

16' Correct-Craft, mahogany "compact skier", 70hp Gray marine. Compl varnished in & out, well maintained, gd cond. \$2,695/BO.
BILL MURPHY, Kingston, NH, (603) 642-7489. (11)

Folboat Aleuts, 1 '94 unused w/bags & paddle, red & black. \$950 (\$1,200 new). 1 used 5 times, tan & black, w/bags 7 paddle. \$750. **Ally-Pak Canoes**, 2 16.5' downriver models, fold into 1 big dufflebag, 1 used 3 times, like new. \$850. 1 used 2 seasons, vy gd cond. \$750.
FRANK CLOUSE, Worcester, MA, (508) 791-4766, 1-5pm or lv message. (11)

Nimble 24 Yawl, Hull #35. Offshore version, lead shoe. Purchased 7/30/94. 4 tanbark sails, indr winter storage, fresh water sailed, galv trlr, Honda 4-stroke 8hp. Exc cond.
RUTH ELLEN & CHARLES PEARSALL, Binghamton, NY, (607) 648-4541. (11)

Avon Redcrest Inflatable Dinghy, w/floorbds, motor mnt, oars, pump, seat. \$500.
DAVID HOWES, Sandwich, MA, (508) 428-4985. (11)

Lowell 19 Sailing Dory, FG sloop, lapstrake (looks like wood), Sitka mast, 8' oars, motor mount, dual axle trlr, summer & winter covers. A lot for \$1,500. **Cape Dory 14**, FG sailing dinghy. Looks like Whitehall, rows & sails great. Gunter rig, new tanbark sail w/reef points by Dabbler Sails. All spars fit into boat. New galv trlr. Take it anywhere. \$1,500.
MIKE DRISCOLL, Deerfield, NH, (617) 437-0446 days, (603) 463-7707 eves. (11)

17' Dirigo Sea Kayak, w/single pedal rudder & spray skirt. Inside storage area being converted to studio. No reasonable offer refused.
WILSON HUGHES, Amherst, NH, (603) 673-1460. (11)

19' Rhodes Mariner, by Stuart Marine '87. Main, jib, boom vang, anchor & line, 4hp Mariner OB, compass, running lights, berth cushions, fenders, fire extinguisher, galv trlr. Asking \$4,800.
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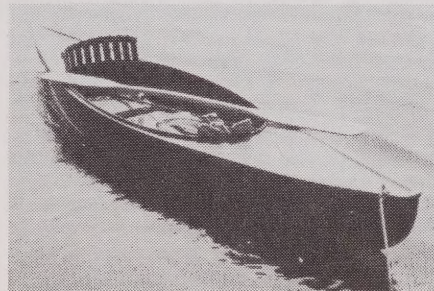
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R.P. SYLVIA, Taunton, MA, (508) 822-0421. (11)



18' Swampscott Dory, Crawford blt, FG, exc cond, compl w/CB, mast, sprit & tan sail, oars, oarlocks, 5hp Evinrude, gas tank & galv trlr. Grt for kids. Vy safe & strong. \$3,000.
CHARLES TUTTLE, Hyannis, MA, (508) 790-3595. (11P)

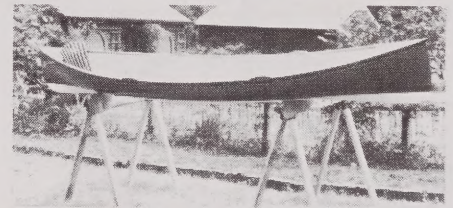
25' Westerly Windrush Sloop, blt '67 to Lloyds specs. Twin keel, electric start 9.9 Evinrude, new genoa, roller furling, ports, knotmeter, fully equipped. Slps 4. Located Shelter Island, NY. Asking \$6,500.
GEORGE GONNEAU, Brooklyn, NY, (718) 797-3285, (516) 749-4151 wknds. (11)

15'6" Whisp, rowing & sailing skiff. Mahogany plywood, West System epoxy, new sail. \$600.
ART REID, 134 Old Field Rd., Fairfield, CT 06430, (203) 254-0160. (11)

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BERNIE GODBOLT, West Creek, NJ, (609) 296-3366. (11)



14' Geodesic Canoe, 24lbs, carries two adults. \$695. Will be on view at Mid-Atlantic Small Craft Festival, Oct. 6, 7, 8 at Chesapeake Bay Maritime Museum, St. Michaels, MD.
CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (11)



14'7" Rangeley Lake Boat, one-off C-Flex FG custom blt by Jim Thayer. Absolutely beautiful. Custom 4 color Awl Grip paint job, white bottom, red boot top, Royal Blue topsides, even an Awl Grip gold cove stripe. Mahogany gunwales, thwarts. Two rowing positions, one set of oars w/leathers, etc. Incl sailing rig, mast, NACA foil high-lift leeboard, mast step & partners, 2 almost new sails, small for high winds, big for light air. Featured in two-part article in *Ash Breeze* in '94. \$2,995. Will be on view at Mid-Atlantic Small Craft Festival Oct. 6, 7, 8 at Chesapeake Bay Maritime Museum, St. Michaels, MD.
CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (11)

Corsair F-24, folding 24' trimaran, compl w/main, roller furling jib, spinnaker, removable bowsprit, 5hp OB, lights, cushions, sink, water tanks, stove, VHF & Loran antennas, toolbox & spares, single-axle trlr w/brakes. \$39,300.
DOUG MAASS, 27 Pokahoe Dr., N. Tarrytown, NY 10591, (914) 762-8229, e-mail: MAASS@aol.com. (12)

Sea Pearl 21, '90, black, water ballast, teak rails, oars, canvas cabin, motor bracket, new cover, galv trlr. \$6,700.
C.B. OLIVER, Newfields, NH, (603) 772-2010 message machine. (12)

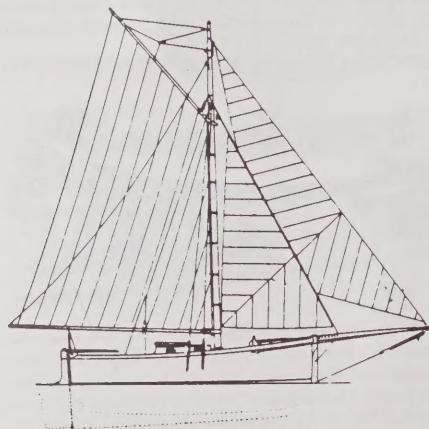
Peep Hen 14', beachable micro-cruiser w/cuddy cabin, green hull, tanbark sail, gaff rig, tabernacle mast, sea trim, compass, VHF, 2 berths, galley, storage space, lights, porta-potti, galv trlr. \$4,250.
MARK POLLOCK, 3806 County Rd. 9, E. Chatham, NY 12060, (518) 794-9127 work, (518) 794-8064 home. (12)

Latvian Navy Reduction Sale, 1/2 fleet to be sold!
11'6" Double Paddle Canoe, Tom Hill design, owner blt, ultralight lapstrake marine ply, mahogany trim, exc shape. \$550. **12' Dory Skiff "Chico"**, Ken Swan design, owner blt, nice rowing/lowpower skiff. Marine ply, mahogany gunwales, seats & transom. My 1st blt, 10yrs old but exc shape. \$300. **13' Sebago Speedboat**, dble cockpit, cedar planked, late '40's-early '50's. Split windshield, nice controls, Under cover 25yrs. Incl dismantled 25hp Johnson (compl) & pressure tank. Nds TLC. \$600. **16' Long Deck Canoe**, possibly Robertson '20-'30? Bad shape but not out of shape. No stems, lot of planking gone, still symmetrical w/decks, gunwales, seats hanging on. \$200. **16' E.M. White OB Runabout**, '58, lapstrake, all mahogany trim. Exterior stripped & repainted, new transom, nice steering, seats & opening mahogany windshield. No motor. In garage for 8yrs. \$450. Will deliver boats 25 mile radius of Boston.
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 JEREMY EISLER, Ocean Springs, MS, (601) 875-5103 aft 5pm. (12)

16' Indian Point Guideboat, "Eldon", dbl position w/F/pin oars, mahogany color w/graphite bottom, wood trim, 3 cane seats & removable flrbs. \$1,500. **14' Phantom Sailboat**, by Howmar Boats. High perf Sunfish design, w/PA licensed trlr. \$1,200.
 WAYNE SPARLING, Landenberg, PA, (610) 274-2282. (12)



19' Itchen Ferry Cutter, 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack *Wonder* in *Wooden Boat* #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished for next season. \$3,000 OBO.
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'74 Drascombe Longboat Yawl, 3 sail rigs, '85 6hp OB, no trlr, all gd to exc cond. \$2,200.
 DAVE CARNELL, 322 Pages Creek Dr, Wilmington, NC 28405, (910) 686-4184. (12)

Dovekie, hull # 41, has Edey & Duff upgrades incl 1g leebls, new bow CB, U-shaped seat, new canvases, & new enlarged mainsail (purchased in '94). Trlr has new wheels, bearings, tires, U-bolts, & winch. Suzuki 2hp long shaft OB in vy gd cond is also incl. Asking price \$6,000.
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14' Adirondack Guideboat, Indian Point "Brie" model. Faithfully reproduced from original antique. Traditional colors, FG hull, black exterior, hunter green interior. Laminated ribs, removable flrbs, natural brightwork, caned seats, bronze hrdwre. 59lbs, lightly used in fresh water only. Always stored indoors. Like new. \$1,800 or reasonable offer.
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17' O'Day II Sailer, Dble hull, Dacron sails. Galv trlr w/new tires & spare. Ready to sail. \$1,800.
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22' Americat Catboat, FG, designed by Sweisguth, blt by Benedict '71. 1 season on new sail & upper head overhaul on 10hp Westerbeke diesel. Full hdrm @ galley & enclosed head. Slps 4 in cabin. Cabin htng stove, galley sea swing stove & all usual cruising amenities & equipment. VHF radio, depth sounder & knotmeter. Fast & seaworthy boat rigged for comfortable coastal cruising. Asking \$20,000.
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22' Cape Cod Sr. Keel/CB Sloop, fine lines, grt sailer, exc cond. \$3,000/BO. **25' Cheoy Lee Sloop**, Frisco Flyer Class, '61, teak plank copper riveted, spruce spars varnished, ply decks (nd repair aft 6'), strong, beautifully blt, slps 4, rebuildable IB plus 5hp OB. \$3,500/BO. **26' Luders 16 Sloop**, cold molded hull nds some relaminating work (not extensive), alum rig, gd sails. \$400.
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 R. CARLSON, 342 Vittum Hill Rd., Sandwich, NH 03227, (603) 284-6800. (12)

Maas 24.
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Suzuki 9.9hp Long Shaft OB, w/oil injection & alternator. Asking \$800.
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Kayak Paddles, 8' Werner San Juan, 7' 1-pc Lendall Powermaster, 7.5' laminated Sawyer touring paddle, Folbot take-apart. All @ reasonable prices.
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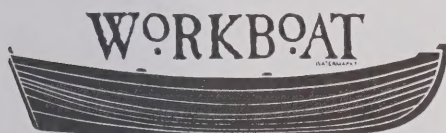
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Blacksmith Shop Tools, big anvil, flat tongs, straight & crosswise cupped end tongs, big machinist vise, blacksmith vises (with leg), scrubber for coal smoke.
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STEAMBOATING, Rt. 1 Box 262-R, Middlebourne, WV 26149, (304) 386-4434. (12P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
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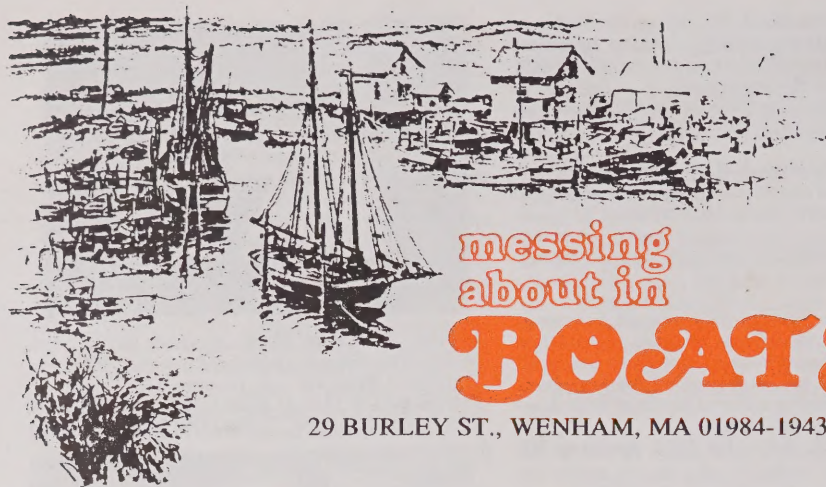
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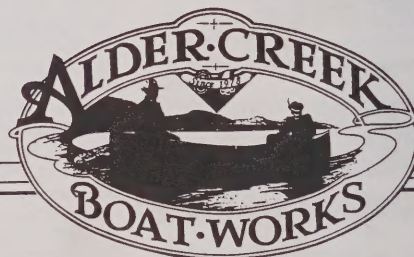
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